THE

St. Lawrence and Ottawa Railway

FROM PRESCOTT

On the River St. Lawrence, opposite Ogdensburg.

THE NEAREST RAILWAY ROUTE BY 35 MILES FROM THE EAST, AND BY 9 MILES FROM THE WEST

TO

OTTAWA CITY,

The Capital of the Dominion of Canada.

On arrival at Prescott or Ogdensburg the Tourist can leave the Steamer or the Railway, and proceed thence by the St. Lawrence and Ottawa Railway, a distance of 54 miles, to the City of Ottawa, the seat of the Government of Canada.

The magnificent Parliamentary Buildings, the Falls of the Chaudière, the extensive Lumbering and other Mills there, the celebrated Timber Slides and the Military Canal Works, surrounded by scenery of unusual grandeur, form a combination of attractions rarely met with by the Tourist.

The trains to and from Ottawa make sure connection with those on the Grand Trunk Railway, and during the season of Navigation with the Steamers of the Royal Mail Line; also with the Central Vermont and the Rome and Watertown and Utica and Black River Railways at Ogdensburg.

Ask for Tickets via Prescott Junction at the principal Agencies and Stations of the Grand Trunk Railway, and from the Pursers of the Royal Mail Line of Steamers.

COMFORTABLE SOFA CARS

ON THE NIGHT TRAINS.

NOTE.—Trains are run by Montreal Time.

Time allowed at Prescott Junction for Refreshments.

THOS. REYNOLDS, *Managing Director*, OTTAWA.
A. G. PEDEN, *Sec. Treas. and Gen. Pass. Agent*, OTTAWA.
R. K. CLAIRE, *Gen. Freight Agent*, PRESCOTT.

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TO TRAVELLERS DESIRING THE BEST HOTEL ACCOMMODATION IN A CHOICE LOCALITY,

Near the Public Garden, Common, Public Library, Museum of Fine Arts, Churches, the Railroad Stations, and places of amusement.

THE BRUNSWICK,

Boylston Street, Cor. Clarendon, - - - - BOSTON,

OFFERS SUPERIOR ATTRACTIONS.

The structure is new and FIRE-PROOF, and is supplied with a Passenger Elevator.

It is furnished most elegantly, and is supplied with every modern convenience, having hot and cold water in every chamber, and bath rooms with every suite. The Heating and Ventilating Apparatus throughout the whole house is on the most approved plan.

Parties desiring information by correspondence will receive prompt attention by addressing the Proprietor.

J. W. WOLCOTT, Proprietor.

RAILROAD TO THE WHITE MOUNTAINS.

TWIN MOUNTAIN HOUSE, Carroll, N.H.

This new, elegant and first-class Hotel in the heart of the White Mountains is NOW REACHED by RAILROAD *via* Wells River and Littleton, and is connected by stages with the Mount Washington Railway, ten miles distant, and with all important points in the mountains; has an extensive Livery and all modern improvements for the comfort and pleasure of guests. Entire exemption from Hay Asthma or Catarrh at this house. **A. T. & O. F. BARRON, Proprietors.**

CRAWFORD HOUSE, White Mountain Notch, N.H.

This extensive and popular establishment, under the management of Mr. C. H. Merrill, is located at that interesting point in the White Mountains, the head of the WHITE MOUNTAIN NOTCH; is surrounded by unparalleled attractions, such as Mount Willard numerous beautiful cascades, images, profiles, small lakes, &c. Is three miles from the Willey House, ten from the Mount Washington Railway, eight from Twin Mountain House, and is now the present terminus of the Portland and Ogdensburg Railroad at Upper Bartlett, has all modern improvements, an extensive Livery and entire new Furniture. **A. T. & O. F. BARRON, Proprietors.**

JUNCTION HOUSE, White River Junction, Vt.

This large and popular Hotel is open at all hours of the night, and is kept in connection with the extensive dining and refreshment rooms at the Depot. Trains leave this point for Bellows Falls and Springfield at 5.20 a.m., and for Concord and Boston at 5.45 a.m., for Wells River, White Mountains, Newport, Montreal and Quebec at 8.20 a.m. Trains leaving New York at eight and ten o'clock a.m. arrive here at eight o'clock the same evening, and those leaving New York at 12.00 and 3 00 p.m. arrive here at midnight, giving ample time for rest and refreshments. Modern improvements and Livery attached. **A. T. & O. F. BARRON, Proprietors.**

CHISHOLM'S

ALL ROUND ROUTE

AND

PANORAMIC GUIDE

OF THE

ST. LAWRENCE:

THE HUDSON RIVER; SARATOGA; TRENTON FALLS; NIAGARA; TORONTO; THOUSAND ISLANDS, AND THE RIVER ST. LAWRENCE; OTTAWA; MONTREAL; QUEBEC; THE LOWER ST. LAWRENCE AND THE SAGUENAY RIVERS; THE WHITE MOUNTAINS; PORTLAND; BOSTON; NEW YORK.

C. R. CHISHOLM & BROS.,

179 BONAVENTURE STREET,

MONTREAL,

Publishers, Booksellers, and General Railway News Agents.

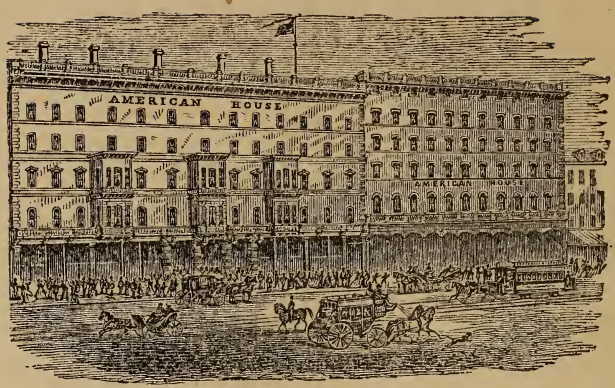
BRANCHES AT

BOSTON, MASS.; PORTLAND, ME.; DETROIT, MICH.; TORONTO, ONT.; AND ST. JOHN, N.B.

LOVELL PRINTING AND PUBLISHING COMPANY, PRINTERS.

1878.

THE



"AMERICAN,"

BOSTON,

having reduced its rates, offers to

Families, Tourists and the Travelling Public

SUPERIOR ACCOMMODATION

at $3.00 and $3.50 per Day.

It is centrally and conveniently located for

Business or Pleasure,

Is the only transient Hotel (on the American Plan), having

Running Water in every Chamber.

No dark rooms in the House, perfectly ventilated—Passenger Elevator—Suites and Apartments with Bath and Closets.

6 Stairways from top to bottom with every security against fire.

Is noted for its Cleanliness and Comfort.

"It is one of the most attractive and best-managed of New England Hotels."
—*New York Mail.*

LEWIS RICE & SON,

56 Hanover St.

PREFACE.

THE ALL ROUND ROUTE AND PANORAMIC GUIDE, in its new form, has far exceeded in its success, the most sanguine anticipations of the proprietors, and they feel that their desire to publish such a book as would meet the requirements of the American traveller, in making the popular tour described therein, have been fully appreciated.

They feel certain that the present edition will prove still more useful and attractive than previous ones, advantage having been taken of suggestions made in regard to alterations, additions and improvements.

Every attention has been given to securing accuracy of detail, so as to make this work the most reliable Guide to Tourists, and the publishers therefore hope to secure a continuance of support and patronage. They still solicit suggestions which may tend to benefit the work in future editions, and all favors will be duly acknowledged and, whenever praticable, made use of.

Champlain Transportation Co.

1878. 52ND SEASON. **1878.**

Lake Champlain and Lake George.

The Fashionable Thoroughfare and Pleasure Route between

Niagara Falls, Montreal and Lake George, Saratoga, Troy, Albany, New York, Mount Mansfield, the Adirondacks, Ausable Chasm, and all Southern and Western Points.

The New and Elegant Steamers

VERMONT, - - Capt. GEORGE RUSHLOW,
HORICON - - " C. P. RUSSELL,

Will leave Plattsburg every week-day morning at 7 o'clock ; Port Kent, 7.45; Burlington, 8.30, making usual landings ; arrive at Fort Ticonderoga, 12 noon, (dine on board, tables unsurpassed,) making connection with Train for Lake George, arriving at Baldwin 1 p.m. Steamer leaves Baldwin at 1 p.m, arriving at Caldwell 4.45 p.m. (On and after June 24th, will arrive 3.45, making direct communication through to Saratoga and Albany same afternoon.)

Also connect at Fort Ticonderoga with Trains of D. & H. Canal Co. R.R for Whitehall and Saratoga, Schenectady, Troy, Albany and New York via Whitehall.

Steamer leaves Caldwell at 9 a.m., arriving at Baldwin 11.45. Train leaves to connect with Steamer on Lake Champlain, leaving Fort Ticonderoga 1.10 p.m. ; Burlington, 5 p.m. ; arriving at Plattsburg 6.30 p.m.

The Steamers composing the Line are, as they have always been, models of elegance, neatness and comfort, and every attention is paid by their officers to the patrons of the route.

Through Tickets and information furnished at the Ticket Office at Niagara; at the Office of the Grand Trunk Railway ; at the Company's Office, St. Lawrence Hall Building, Montreal; on board Steamers, and at the principal offices of all connecting Lines.

P. W. BARNEY,
Superintendent,
BURLINGTON, Vt.

CHISHOLM'S

ALL ROUND ROUTE

AND

PANORAMIC GUIDE

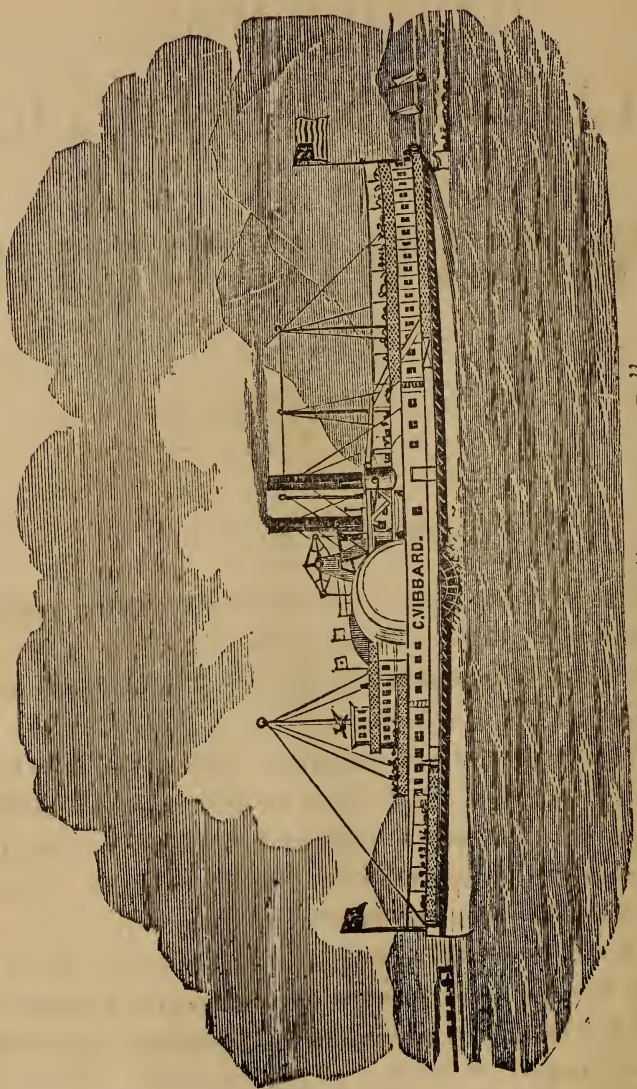
OF THE

ST. LAWRENCE.

THE HUDSON RIVER.

PROBABLY no other river in the world presents so great a variety of views as the Hudson. Throughout its whole extent, there is a combination of the finest views, and each turn in its course reveals fresh pictures which serve to illustrate some of the best scenery of the Old World. Some travellers have pronounced the Hudson grander than the Rhine. Certainly the unprejudiced opinion of Tourists will agree with that of Thackeray, who has given to this noble river the verdict of Beauty.

In order to view these beauties, it is necessary that this trip be taken by daylight, and we recommend to the notice of our readers the splendid steamers "Armenia," "Chauncey Vibbard" and "Daniel Drew," of the Day-line. These are indeed floating palaces, which, for the speed and arrangements of the vessels, and the luxurious fittings of the saloons, are not surpassed by any other line of boats on the continent.



STEAMER "C. VIBBARD."

The People's Line of Steamers, the "St. John" and "Drew," are fine boats, and in their appointments are not excelled by any steamers in the world. These magnificent steamers leave New York daily—the People's Line of steamers, the St. John and Drew, from foot of Canal street, at 6 p.m., and pass the beautiful scenery of the Palisades before dark, arriving at Albany by 6 a.m. The day steamers leave the wharf at Vestry street every morning, and run up the 150 miles of the Hudson, by 6 o'clock in the evening.

For the first twelve miles of our upward journey we skirt along the Island of Manhattan, upon which the city of New York is built. One of the first objects of interest we see on the right hand, is the handsome stone edifice of the New York Orphan Asylum, where nearly 200 children of both sexes are clothed, fed, taught, and ultimately assisted to find respectable employment. The happy and contented looks of these poor children are, perhaps, the most satisfactory proofs of the success of this inestimable institution, which, founded in 1806, by several benevolent ladies, has gradually progressed, until it now occupies the stately and comfortable house whose gardens stretch down to the very edge of the water.

On the opposite side of the river, we pass by the yet picturesque villages of Hoboken and Weehawken. We say *yet* picturesque, as their close proximity to that great city which is daily travelling onward would make one imagine that the villas and street palaces of its merchants would mar their rural beauty; but this is not so. How long this state of things may remain it is impossible to conjecture, as lager beer saloons, pleasure gardens, and restaurants are daily being raised here.

Just above Manhattanville, a small village, and one of the suburbs of New York, chiefly occupied by the poorer class of people, is Trinity Cemetery, where, among many

others, lie the remains of Audubon, the celebrated naturalist, whose name has been given to a small village, of about twenty or thirty acres, where he used to live, but which since his death has been cut up into building lots, and still retains the aristocratic name of Audubon Park. Just beyond this park, a large building, surmounted by a cupola, and having a tower at the south-west angle, may be descried among the trees. This is the New York Institution for the Deaf and Dumb, incorporated 1817, which is probably unequalled by any similar establishment in America. It stands in its own grounds of thirty-seven acres, and the terrace upon which the buildings (five in number, arranged in a quadrangle) are erected is one hundred and thirty feet above the river. This institution alone accommodates four hundred and fifty patients, and is one more instance of the open-handed liberality and discriminating foresight of those in the State of New York, who do their best to alleviate distress, in whatever form it may appear, among their fellow creatures.

We here approach, on the same side, Fort Washington, or Washington Heights, as it is sometimes, and perhaps more appropriately, called. The residence of the late James Gordon Bennett is built near the site of the Old Fort. The ground is from five to six hundred feet above the river, and the view from this spot is exceedingly fine, the eye being able to trace the windings of the Hudson River northward for many miles, whilst southward the great city we have just left, with its suburbs Brooklyn and Jersey City, can be plainly seen, though ten miles off.

We now leave the Island of Manhattan behind us, having by this time passed abreast of the Spuyten Duyvil Creek, which separates the Island from the rest of the State of New York. The Hudson River Railroad crosses the creek by a long bridge, laid upon piles, and a station, called after the

name of the inlet, is immediately on the other side of the bridge. On the opposite shore of the river, that singularly beautiful formation of rock called "The Palisades" commences.

From the summit of the Palisades a magnificent view is obtained. "High up upon the crest of the great escarpment, one may stand, and look far away into the east, and see the most glorious sunsets that ever changed the sky to gold or fire. To the north lie the highlands we are soon to pass, stretched out in noblest panorama for our view, and to the south the river flows on in a broader stream, until on the eastern side the City of New York begins, and the stream changes its aspect, and passes between the crowded shores that send out across it the noisy thunder of their busy life; and palisades, and rocky hills, and long reaches of still stream, and green pleasant banks, make a sudden end as the Hudson sweeps grandly and quietly down to the sea."

The Palisades were known to the early settlers as the Great Chip Rock. These rocks are from three to six hundred feet high, and present the same bold front to the river that the celebrated Giant's Causeway does to the ocean. They extend about 15 miles, from Fort Lee to the hills of Rockland county, and form a separating line between the valley of the Hudson and that of the Hackensack, and such an effectual barrier do they present, that the Hackensack river flows side by side with the Hudson, but at a higher level, for thirty miles, and at a distance of within two or three hundred yards. The rock is that known as the Basaltic trap rock, one of the oldest geological formations.

About two miles and a-half above Spuyten Duyvil, the tourist will perceive a handsome stone castellated building. This was erected by Mr. Edwin Forrest, the eminent tragedian, as a residence, and is called Fonthill. It has now changed hands, and is a portion of a building belonging to

the Convent and Academy of Mount St. Vincent, as the surrounding neighborhood is called, having a station on the Hudson River Railway. Two miles higher up, we come to the flourishing village of Yonkers. Near the river stands an old building, a portion of which was erected in 1862 as a manor house, in which may be seen a curious fire-place, formed of tiles illustrating scripture subjects, 100 in all, and still retaining their fresh appearance. The whole interior of the building serves to mark the quaint, yet tasteful, style of house decoration in the early times. This building (with additions) is now used for a town hall. Near the village, the little Sawmill River runs into the Hudson. The whole valley through which the Sawmill River flows is very beautiful, and the angler will find the stream well stocked with fish.

Four miles more steaming through a strikingly picturesque country, brings us to Hastings, and Dobb's Ferry, at both of which places the Railroad, which runs along the river, has stations. The division between the States of New Jersey and New York strikes the river on the left bank, just opposite Dobb's Ferry, and henceforth our journey is continued entirely through the State of New York. At this point the Palisades may be said to end.

We now approach a part of the river full of interesting associations to both the American and British nations, for it was about Tarrytown and Tappan, on the opposite side of the river, during the rebellion of 1789, that Major Andre, of the British Army, was hanged as a spy, after having been made fully acquainted with plans by which West Point could be seized by the British troops, Arnold, of Washington's Army, having turned traitor to his cause. Major Andre, who to the last maintained a character for personal bravery, terminated his life as a spy, whilst Arnold, after doing his best to deliver his country into the hands of its enemies, escaped death by placing himself under the protection of the British flag. Major Andre's body, after lying interred near

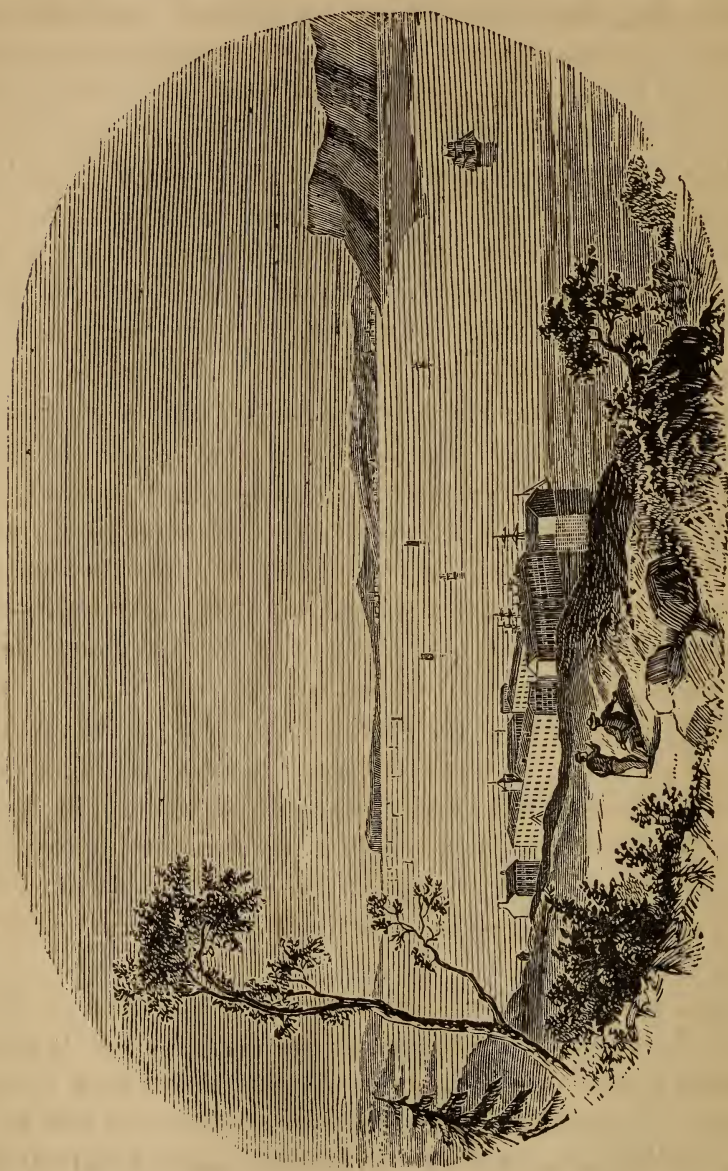
the scene of his sad fate for forty years, was at last given over to his countrymen, and now finds a resting place among the great and the good of Great Britain in Westminster Abbey.

The neighboring district of TARRYTOWN and IRVINGTON is rich in associations of that greatest of American authors, Washington Irving. About half-a-mile above Irvington, on the right hand side of the river, may be seen, peeping through the bower of trees that nearly hides it from view, the charming stone cottage called "Sunnyside," the home of Washington Irving, and the place where most of his novels were written. The cottage was from time to time increased, and improved, whenever Irving had the means to do it, and it has now become naturally one of the chief objects of interest in the neighborhood. Many other beautiful estates are to be seen around, and if time is a matter of no moment, we can well advise the traveller to stop here, and spend some hours.

Half-way between IRVINGTON and TARRYTOWN, and quite close to the river, we pass by a conspicuous house of white marble, built by the late Mr. Philip Paulding, from the designs of Mr. Davis, an architect of some merit. Another mile and a-half brings us to Tarrytown, seeming to invite the tourist, with its white villas snugly perched on the hill-side, to *tarry* for a moment in the town. We leave philologists to decide on the derivation of the name which by some is referred to the Dutch, who once were in force here.

At SING-SING, the next station on the line, the tourist may possibly exhibit less anxiety to tarry, for, as is well known, it is the seat of the Mount Pleasant Prison, belonging to the State of New York. The village itself contains about five thousand inhabitants, and is nearly two hundred feet above the river. The prison is built near the river; that for males being on the lower stage, whilst the building for females is higher up the slope. It has been completed since 1830, and

can accommodate over 1,000 persons, the buildings having, from time to time, been increased as more room was needed.



HUDSON RIVER.—VIEW FROM SING-SING.

Immediately opposite SING SING, the Rockland Lake Ice Company have their depot, and employ a large number of

men each winter, to cut and store ice for the coming summer's consumption in New York. It is curious to note that whereas New York is almost entirely supplied with ice from this neighborhood, it is also supplied with water from the Croton Lake, which is hard by. From this lake it is estimated that daily about fifty to sixty million gallons are contributed by it to supply New York with this necessary of life. The water is conveyed from this lake, which is chiefly formed by a long dam being built across it, through an aqueduct thirty-three miles long, right on to New York. The entire cost of this aqueduct was twelve million dollars. It is built of stone, brick and cement, arched above and below, seven feet eight inches wide at the top, and six feet three inches at the bottom, the side walls being eight feet five inches high. A few more miles travelling takes us past the small village of Haverstraw, which gives its name to the lovely bay, and then past a limestone quarry, extending along the bank for more than half-a-mile, by two hundred feet in height, and which must prove, from the number of men we can see employed in it, a very profitable speculation. Two miles further on, on the western side of the river, is Grassy Point, a small village where bricks are made, and again, one mile higher up, is Stoney Point, where there is a redoubt of considerable extent—another one on the opposite side at Verplank's Point, guarding the entrance to what is called the "Lower Highlands."

Three miles above Stoney Point is GIBRALTAR OR CALDWELL'S LANDING. DUNDERBERG MOUNTAIN rises its towering head almost immediately in the rear of this spot. Directly opposite is Peekskill, a thriving village of some five or six thousand inhabitants. The river here makes a sudden bend to the west. This is called the Race, and the scenery from here for the next fifteen miles is unequalled in beauty. On the right we pass by a rocky promontory called Anthony's

Nose, whilst on the left or western side, we have the DUNDERBERG MOUNTAIN already alluded to. Anthony's Nose is thirteen hundred feet above the surface of the river. The Hudson River Railway has had to tunnel under the bottom of this mountain for a distance of two hundred feet. On the opposite side of the river a large creek can be seen, where vessels of almost any size could anchor. The entrance to this creek is guarded on one side by Fort Clinton, and on the other by Fort Montgomery, the two so close to one another that rifle shots could be easily exchanged, Fort Montgomery being on the northern side and Fort Clinton on the lower. Almost immediately under the shadow, as it were, of the former fort, lies the picturesque little island of Iona, covered in the summer time with vines and pear trees.

A little way above Iona, and but half-a-mile below West Point, we come upon the Buttermilk Falls, caused by the flowing down of a small stream into the river below, and falling over the hill-side a hundred feet in as many yards. This fall, when increased by any late rains or swollen by freshets, well deserves the homely name by which it is known, the snow-white foam truly giving it the appearance of buttermilk.

Half-a-mile further up brings us to "COZZEN'S HOTEL DOCK" at West Point. Here the vessel on which we are travelling stops for a while, to land passengers who are anxious to remain a day or so at Cozzen's comfortable hotel. This, during the summer season, is a very favorite resort, and much crowded; travellers would do well to make use of the telegraph a day beforehand to bespeak accommodation, or they may find themselves disappointed on their arrival.

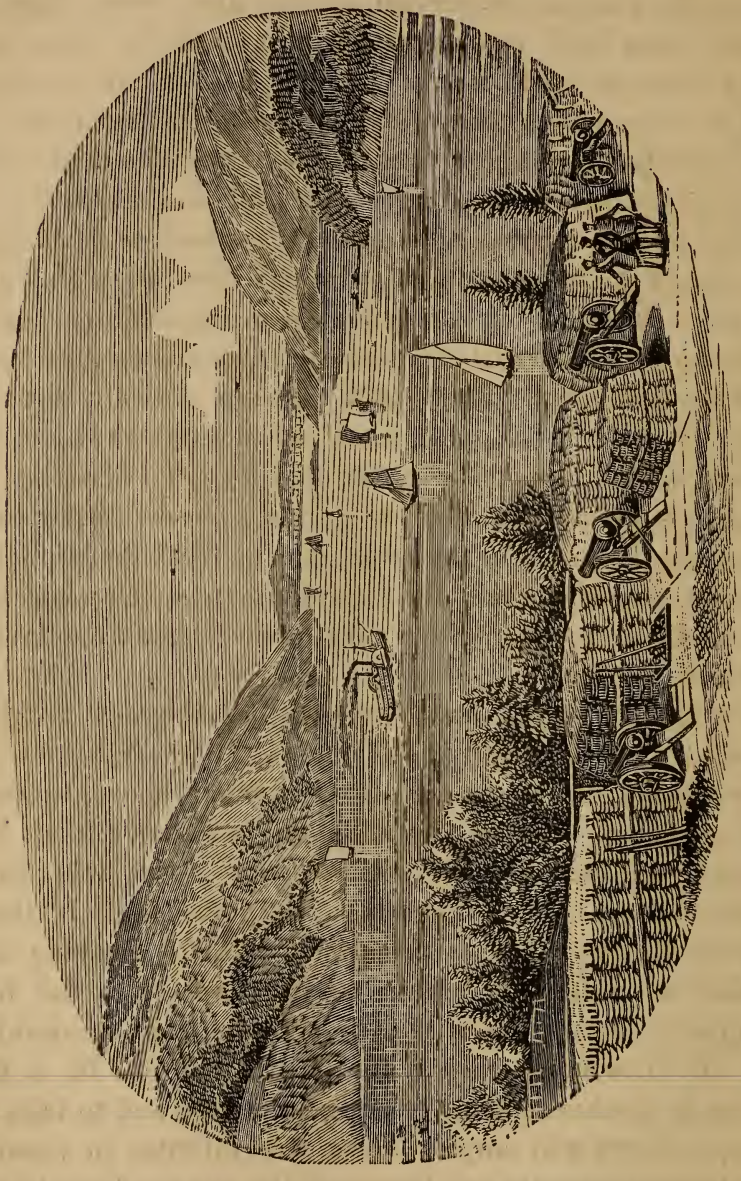
This familiar resort of summer pleasure seekers is perched high on a cliff, the most prominent for many miles along the river. Nothing could be more picturesque than its situation, high up in the air, looking down upon the noble river. It is several hundred feet above the water, but so perpendicular

are the rocks that it looks twice the real distance. The view of the old building upon the wharf, with the beetling cliff rising abrupt from the river, and crowned by the elegant structure above, needs but little imagination to recall the scenrey on many parts of the Rhine.

One mile more brings us to "WEST POINT" itself, the most lovely of all the lovely spots on the river. It is well known that the great Military Academy is situated here. Space will not enable us to enter fully into a description of the course of instruction pursued; suffice it to say that the fact of a young man having passed through the course is a clear proof of his being an officer, and a gentleman in its broadest sense. The traveller may well pass a few hours in this locality, and, if he should happen to be acquainted with any of the professors or cadets in the Military College, he will be enabled to go over the buildings, different galleries, etc., and judge for himself as to whether the instruction and discipline kept up is not likely to produce some of the finest military men—soldiers that any European nation might be proud of. West Point is the centre of a host of reminiscences of the War of the Revolution. Upon its defences was concentrated the attention and efforts of the Congress, and it became one of the most important military posts in the country. Here from Gee's Point was stretched across the River Hudson a huge chain to stop the passage of vessels above this point. It was laid across a boom of heavy logs, that floated near together. These were 16 feet long, and pointed at each end, so as to offer little resistance to the tidal current. The chain was fastened to these logs by staples, and at each shore by huge blocks of wood and stone. Several of the great links of this chain are preserved at the Point.

Reluctantly we must draw ourselves away from West Point, and allow our steamer to plough her way once more along the flowing current, and between the shady

and overhanging cliffs which give so much character to the scene at this spot. A very few revolutions of the wheel



HUDSON RIVER—WEST POINT LOOKING NORTH.

will bring us between the BOTERBERG MOUNTAIN on the western side, and the rock called BREAKNECK, on the

eastern bank, forming an imposing entrance to NEWBURG BAY, from which a series of mountains, hills and cliffs rise in succession, until they seem almost to shut out all remaining nature, and to give the idea that one is at the bottom of a large basin, from which there is no possible exit. CROWNEST is the principal of these mountains, rising almost directly from the river bank to a height of nearly one thousand five hundred feet. As the side of this mountain is entirely covered with foliage, the view of it in the summer time is most beautiful, and only to be exceeded by the sight of it in the commencement of October, when the fall tints are in their richest and most luxuriant profusion. Soon after passing between the two rocks, we come to a small town called CORNWALL, on the western shore. This is a place of very general resort in summer, and is much noted for its many pleasant drives and walks. Its nearness to the river, and to West Point, makes it a very favorite place for travellers to spend some few days, whilst many stay here a very much longer time during the warm weather.

Between CORNWALL and NEWBURG lies the once prosperous, but now sadly decayed settlement of NEW WINDSOR. It is now almost entirely a collection of small houses in great want of repair. On the shore, but higher above it on the pleateau, one can discover several large farms with comfortable houses thereon, giving the idea that if there is decay below, there is prosperity above. Leaving the tumble-down village either to be repaired, or to fall into still greater decay, we will approach the more flourishing town of NEWBURG, where the steamer stops ftr a few minutes to discharge some of her passengers, and to take up others, and we will employ these few minutes in viewing the substantial streets and houses of the town, which, by the by, we should have designated a city, seeing that it boasts of a mayor and corporation of its own. The first settlement

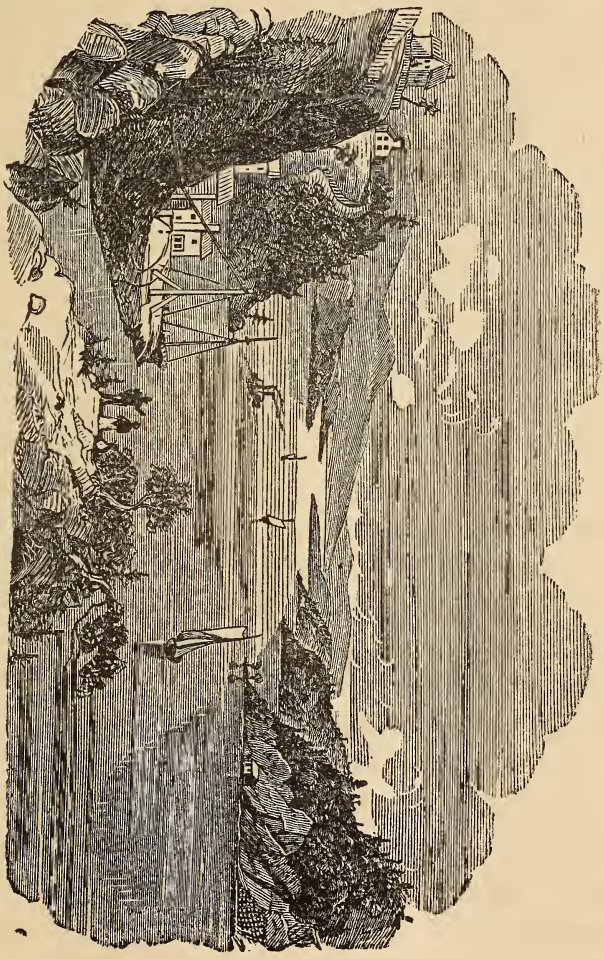
at NEWBURG was made as early as 1790 by some emigrants from the palatinate; since then, English, Irish, Welsh, Scotch, and Germans have followed their example, but of all these varied nationalities the Scotch have, perhaps, done the most towards making the place what it is. Among the large buildings is an extensive flannel factory, in which a very large number of hands are daily employed.

Exactly opposite NEWBURG is the more modest looking village of FISHKILL LANDING, from which place any traveller anxious to ascend the South Beacon hill can do so with the assistance of any of the boy guides to be picked up in the streets of the village; and let us tell the traveller that he had better avail himself of our advice, and take a guide, or before he reaches the top he may repent of not having done so, as it is quite easy to lose oneself in the numerous gorges and ravines that are about the summit of the Beacon. As this is one of the highest mountains about here, the view from the top is most extensive and interesting. Far up to the north the Catskill Mountains can be discerned, while to the east the Shawangunk hills are to be seen. Southwards, again Boterberg and Breakneck, already seen, guard the pass through which the river running at our feet finds its way down to the sea. But it is time that we should descend from our lofty position, and go on our way up the river.

A broad, rocky platform, jutting out into the river, cannot fail to attract the traveller's attention. This is called the DEVIL'S DANSKAMMER, or Dancing Chamber, and, down to a comparatively late date, was used by the Indians as the scene of some of their religious ceremonies.

For about the next five miles, we steam on through a pretty country, though without finding anything striking enough to draw attention, until we pass the little village of NEW HAMBURG, laying at the mouth of WAPPINGER CREEK, which is navigable for some distance up. The railroad crosses the

Wappinger by a causeway and drawbridge, and then pierces a promontory jutting out into the river, by a tunnel about eight hundred feet long. New Hamburg is a pretty little village, but nothing more. About a mile higher up, and on the opposite side of the river, is another village called HAMP-



VIEW ON THE HUDSON.

TON, then comes MARLBOROUGH, two miles higher up still, with BARNEGAT nearly opposite, on the right hand side, and again MILTON LANDING two miles more on the left hand side. As these villages lie mostly on the high banks of the river, there is not much to be seen of them from the boats, but

they act as outlets or ports, to the country districts lying behind them; and, judging from the numerous comfortable-looking country-houses in their immediate neighborhood, must be tolerably thriving.

As already stated, these villages are hardly important enough to require mention, but we now approach a town of some twenty thousand inhabitants, rejoicing in the peculiar name of POUGHKEEPSIE. As we near this point we pass Locust Grove, the summer home of the late Professor Morse, of "telegraph fame." Poughkeepsie is nearly half-way between New York and Albany, being seventy-five miles from the former and about seventy from the capital of the State through which we are passing. The "rural city," as an American writer has termed it, lies pleasantly upon its group of hills, and overlooks a bright river view. By day, the smoke of its busy mills and factories somewhat mar the scene, but as night draws on, these light up the river like beacons, and the sound of the ponderous machinery, and roaring furnaces, greets our ears, and tells of the energy of the citizens. It was originally settled by the Dutch, towards the close of the seventeenth century, and is situated, like most of their river cities, at the mouth of a tributary stream or creek. The village, as it was then, has much extended, and now occupies the large open plain, about two hundred feet above the river. The streets are broad, handsome, and well planted with trees, affording in summer grateful shelter from the piercing rays of the sun. Poughkeepsie is best known for the very excellent schools and colleges which it maintains.

The Vassar Female College, which is one of the finest in the country, occupies a commanding position a short distance back of the city.

Six miles above Poughkeepsie, after a sudden bend in the river, we come upon some rocky and precipitous banks. This used to be called by the original settlers "Krom Elleboge," but has since been Anglicised into "CRUM ELBOW."

Quite close to this, only higher up from the river, stands the village of HYDE PARK, called after a former Governor of the State of New York, Sir Edward Hyde, who, we regret to say, did not leave a very satisfactory reputation behind him; his tyrannical and unprincipled conduct being well known to all who have studied the history of New York when under British rule.

RHINEBECK LANDING lies about two miles away from the village of the same name, which was first settled by one William Beekman, a German, who came from the neighborhood of the Rhine, and called the place partly in honor of his birthplace and partly after himself. Immediately opposite Rhinebeck Landing, across the river, is KINGSTON'S LANDING, a quiet little village, pleasant enough, but without any great activity apparent, though Kingston cement, which comes from here, is in much request. Between this and Hudson, fifteen miles off, we come upon a number of large, substantially built, and handsome country houses, with lawns of smooth turf stretching down towards the river, and an air of luxury and wealth pervading the whole estate.

Six miles above RHINEBECK is BARRYTOWN, and four miles above Barrytown is TIVOLI, each of them possessing a station on the railroad, though, like many of the other villages we have had a glance at, small and unpretentious, having, however, possibly a vast idea of their own importance, as a great deal of the farm and garden produce of these villages is sent up to supply the wants of the Fifth Avenue, and other districts of the great city. Opposite Tivoli, on the western bank of the river, stands a flourishing little village called SAUGERTIES, at the mouth of the Esopus Creek. This little place boasts manufactories of iron, paper and white lead, and a fine flagstone quarry. Two miles from Saugerties we pass MADDEN, which lies backed by the Catskill Mountains, and about ten miles on we come to the large village of CATSKILL.

Passengers from New York by railroad, who wish to ascend the mountains, must alight at Catskill Station, and cross by ferry to the village, and we sincerely recommend our travellers to avail themselves of this trip. They will find plenty of omnibuses and stages to take them to the Mountain House, and the Clove, about twelve miles off. We shall not attempt to describe the scenery, which, at this point, must be seen to be appreciated. The Mountain House is built on a flat rock on the very edge of a precipice nearly 4000 feet above the river! The view from the piazza is truly wonderful. It is of a most extensive character, embracing a region of about ten thousand square miles in extent, portions even of Vermont, Massachusetts, and Connecticut being, on a fine day, plainly visible, whilst at least sixty miles of the Hudson River can be seen shining like a broad silver belt at our feet. Besides the Mountain House, the Falls must be visited.

"The most famous beauty of the region is the Fall of the Kauterskill. On the high table-land of the South and North Mountains lie two lakes, buried in a dense forest. A little brook, making its way from these lakes, westward along the shoulder of the Mountain, soon reaches the edge of a very steep declivity, over which it leaps into a deep pool in the centre of a great amphitheatre of rock.

"Gathering its strength again, the torrent makes a second leap ever huge boulders, which have fallen from the ledge above, and lie scattered down the glen, dashing itself into foam in its headlong fury. Tumbling from one ledge to another, it reaches, at length, the bottom of the glen, when, meeting the stream that flows from Haine's Fall, the mingled waters hurry down the stony pathway through the Clove, and out into the valley, until, swollen to a wide stream, they glide placidly into the Hudson at the village of Catskill. There is nothing more beautiful in American scenery than this water-fall, as it leaps from the lofty height, and dashes

into spray in the hollow basin below. The strata of which the mountain is formed lie piled upon one another horizontally, and through them the water has cut its way smoothly like a knife. Some distance above the margin of the pool, in which the fallen waters boil as in a cauldron, there is a stratum of soft stone, which has broken up and crumbled in the dampness; wearing away several yards deep into the cliffs, it has left a pathway all round the Fall, from which you have a fine view, when the stream is swollen, through a veil of glittering drops dripping from the rocks above. Exquisite as is the effect of the whole Fall, when seen from the rocks at the foot of its second leap, this last point of view is even more striking. Standing on the narrow pathway, you look through the great white veil of falling waters, leaping out over your head and sending up clouds of spray that float off down the gorge. Sometimes, when the sun is shining brightly, a dancing rainbow will keep pace with you as you creep around the semi-circle beneath the rock. Here, too you get an enchanting glimpse of the edges of the Clove, down which the stream goes headlong, and can mark the wild figures of the pines that cling to the verge of the cliffs, and seem, with their black spears, to pierce the sky.

"Upon the very edge of the precipice, close to the narrow channel through which the fall makes its plunge, there is a tree which has grown out from a crevice, and then upward until it juts out over the abyss. To this solitary tree, the lad who acts as your guide points with his finger, and tells you of the adventurous young woman who crept out to the rock, and, clasping the slender trunk of the tree with her hands, slung her body far out over the Fall, and then, with a cry of triumph, back again in safety.

"Beneath the second Fall the gorge is wild in the extreme. On both sides, the mountains rise perpendicularly, clad with a dense forest, and, through the shade beneath, the torrent roars, ceaselessly, among the rocks."

Five miles from the Catskill Station, on the eastern side of the river, we come to the large and handsomely-built city of HUDSON, the chief town in Columbia county, one hundred and fifteen miles from New York, and thirty from Albany. The city is built on an eminence above the river, like many of the other villages we have passed in our course. The streets are wide and well laid out, and altogether the place has an air of thrift and prosperity. The principal street is called the Promenade; it is laid out with trees and shrubs in excellent taste. One side is built with handsome houses, and the other is open to the river, and runs along the bank for nearly a mile.

Any one anxious to pay a visit to the Shaker Village at Mount Lebanon, had better leave the boat here, and take the train, which leaves for Chatham three times during the day, and there the traveller will connect with the Boston and Albany Railway, and, after an hour's journey of twenty-three miles, will be landed at the Shaker Village itself. Space will not allow an extended notice of this remarkable village; suffice it to say that cleanliness, and all the other cardinal virtues, reign paramount. Order, temperance, frugality and Shaker worship, are the things that strike one's senses on first arriving. Every one here is free. No soldiers, no police, no judges live here, and among members of a society in which every man stakes his all, appeal to the courts of law is a thing unknown. Among a sect where celibacy is the first and principal code, it would seem as if such a society would of itself die a natural death; but yearly many fresh converts to the sect are made, and not only among the old and those tired of this world's pomps and vanities, but from the young and healthy of both sexes. Happiness, peace and plenty are evident in all the villages of this most peculiar of all religious societies. Mr. Hepworth Dixon has written so fully about them, in his interesting work, entitled "New America," that we should recommend

the curious, of those who have visited any of their villages, to obtain the book and "read them up."

We must go back to our steamer at Hudson, however, after this digression, and before leaving this interesting town may mention that the village opposite, which has the high-sounding name of Athens given to it, (though for what reason, we know not,) can be reached by a small steam ferry. There is nothing, however, to reward the task of crossing, except perhaps in order to obtain a good view of Hudson; but as this can be done quite as satisfactorily from the deck of our steamer, we presume our readers will not attempt the passage, but continue with us for the next thirty miles of our trip to Albany.

The light-house seen on the western side of the river on FOUR MILE POINT, (that distance from Hudson) marks the head of navigation for ships. About a mile higher up, on the same side, is COXSACKIE VILLAGE, the older portion of which is called Coxsackie street, and lies on a large plain about a mile back from the river. NEW BALTIMORE and COEYMAN'S are two smaller settlements north of Coxsackie, with SCHODACK LANDING immediately on the other side, whilst four miles higher up is CASTLETON. Here the well known sand-bar, called the Overslaugh, is situated, a spot that has proved fatal to more steamboats and other vessels than any known place on the continent. The country just around here is flat, though apparently well cultivated. Soon after leaving this village, we approach a place evidently of some importance, as the river has a busier look, and the banks are more thickly dotted with houses. After a few minutes' delay we see in the distance the thickly-built city of Albany, the Capital of the State, whilst the newly-constructed railroad bridge spans the river immediately opposite the city.

Some of our tourists may desire to visit the celebrated and fashionable Saratoga Springs, whose summer scenes of gaiety and pleasures, as well as the medicinal qualities of its

numerous Mineral Springs, have gained for it a reputation almost unequalled. We shall therefore continue the duties as *cicerone*, and pass with them to the depot of the Rensselaer and Saratoga Railway. Taking our seats in one of their elegant drawing-room cars, we speedily find ourselves entering the important City of Troy, 6 miles distant, and situated at the head of tide water. Immense iron works are located in the southern part of the city, and the high reputation of its wares attracts a very extensive trade from all parts of the world. At West Troy is situated the Watervleit (U. S.) Arsenal, which contains many relics from Saratoga, Yorkton and other historic battle-fields. Troy boasts many fine churches, public buildings, and private mansions, and those who may desire to stay over for a day in order to view the surrounding scenery and visit the many sights, should locate themselves at the Troy House (H. W. Stearns, proprietor) corner of First and River Streets, where excellent accommodation, gentlemanly clerks, and kind attention may always be relied upon. Leaving Troy, a short and most agreeable ride of 36 miles lands our tourists at Saratoga.

SARATOGA.

THIS celebrated watering place is a grand focus to which the fashionable world of the United States, and indeed of Europe, is annually drawn. As we pass from the train, we find ourselves surrounded by crowds of pleasure seekers, who flock to meet the new arrivals. Here are intellectual men, stylish men, the beaux of society, and men of the world; ladies of social rank, the managing mother, the marriageable daughter, the fluttering bee of fashion, and the gentler bird of beauty, are found amidst the throng, for Saratoga is cosmopolitan The ladies have here ample opportunity for the display of their peculiar charms and graces. The sporting gentleman finds opportu-

MAP
OF
SARATOGA.
DRAWN FOR
CHISHOLM'S "ALL ROUND ROUTE."
REFERENCES
1. CONGRESS HALL 2. U. STATES HOT.
3. GRAND UNION. 4. GRAND CENTL
5. CLARENDON. 6 DR. STRONG'S
7. TEMPLE GROVE SEMINARY
8 TOWN HALL 9. WAVERLEY.
RACE COURSE
BROADWAY
PARK
CEMETERY
EXCELSIOR LAKE
EXCELSIOR PARK
FAIR GROUNDS
GLEN MITCHEL
MAPLE AVENUE
SPRING AVENUE
HIGH ROCK AVE
CATHERINE ST
BALSTON AVENUE
LAKE AVENUE
PARK AND ROAD

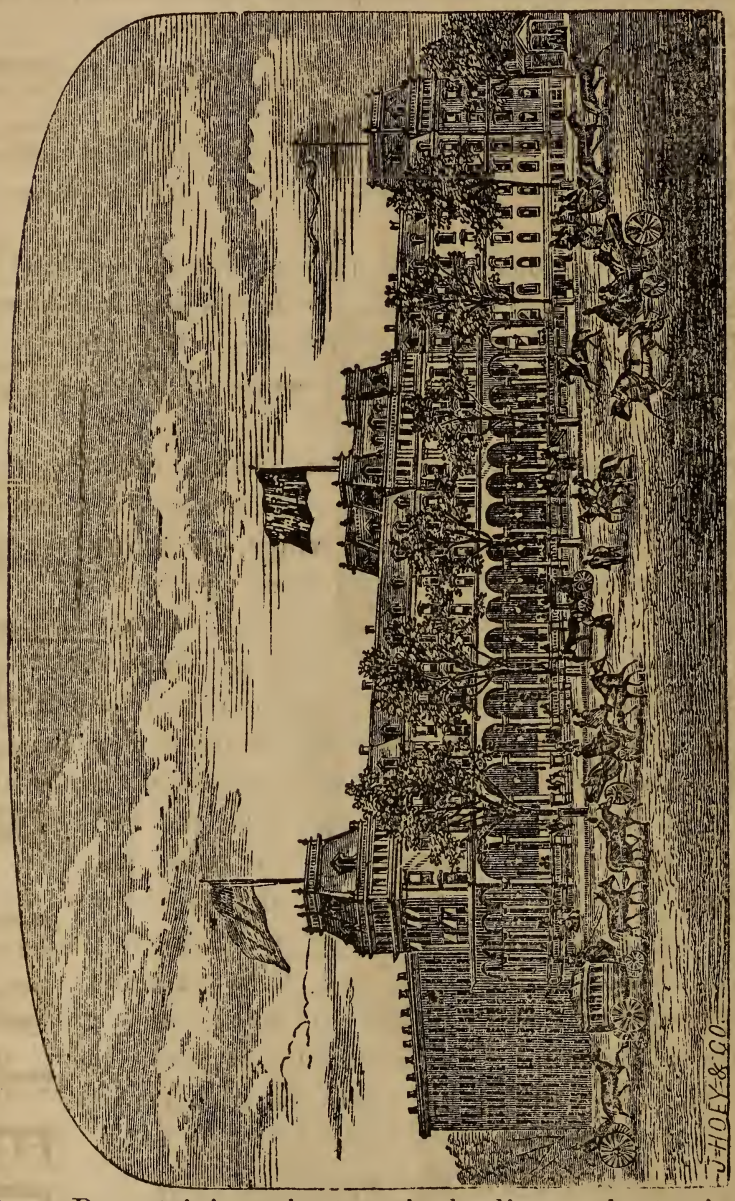
nity for gratifying his peculiar tastes, the philosopher may study human nature in all its phases, and the invalid may ofttimes find that most precious of all gems, *perfect health.* In fact, to every class, Saratoga offers some pleasure suited to the peculiar desires of that class.

But, laying aside our moralizing, we shall proceed to make our choice from the many fine hotels of which Saratoga boasts.

The most fastidious taste could not but be gratified in this respect, and among the elegant hotels situated in the place it would be difficult to discriminate. We shall, therefore, mention the principal hotels, some of which are not excelled in any city in the world.

Congress Hall, situated on Broadway, extends from Spring to Congress Street. It has a frontage of 416 feet on Broadway, and its two mammoth wings, extending 300 feet back, combine to make it a most perfect specimen of architecture; the foundations, which rest on solid rock, were laid October, 1867. It is entirely of brick, and has 7 fire-proof brick walls extending through the whole structure to the roof. It is 5 stories high, surmounted by a French roof with observatories at each end and in the centre: the wings are 7 stories high; the rooms are spacious; the halls 10 feet wide, and 400 feet long on each floor, and broad commodious stairways, with an Otis elevator of the finest description render every portion readily accessible. A front piazza, 20 feet wide, and 240 feet in length, with numerous others within the grounds, and a promenade on the top of the hotel affording a charming view, contribute to render the house attractive. The dining halls, parlors, etc., are superb and ample, and every thing about the house is on a scale of unequalled magnificence and grandeur, while the proprietors, Messrs. Clements and Wilkinson, have endeavored to provide every thing that can afford comfort and pleasure. Our cut of the hotel serves to convey a general idea of its

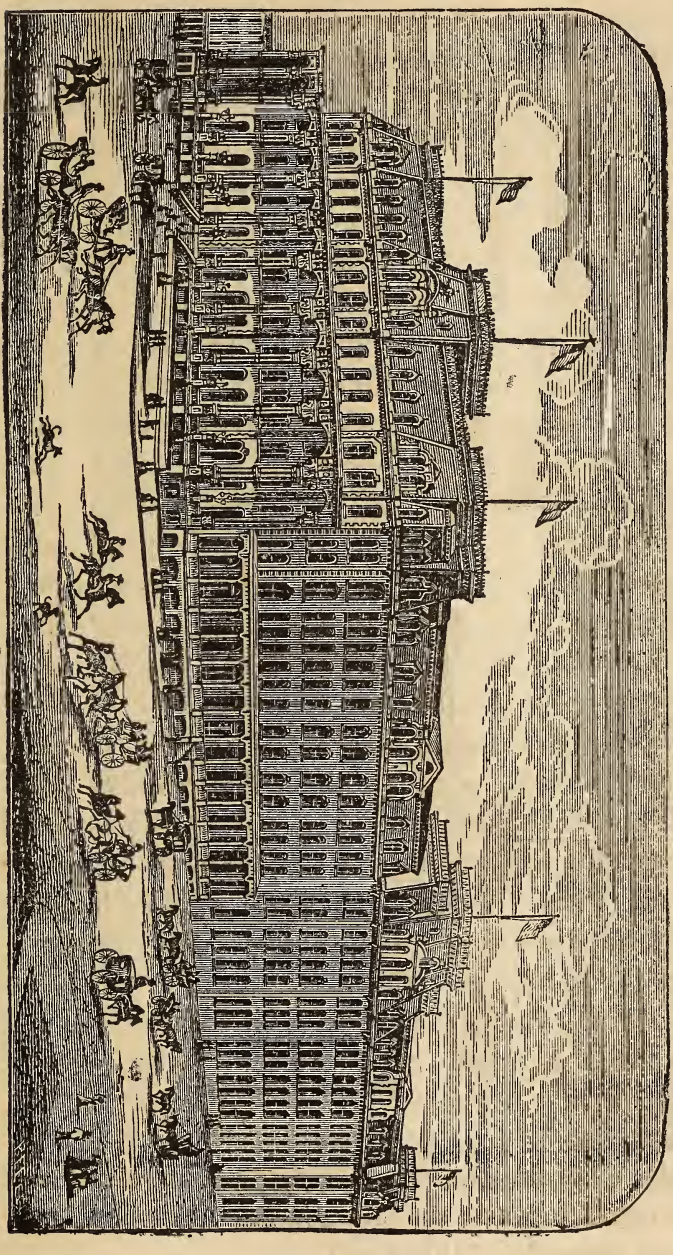
outward appearance, but fails to depict all its elegant outline. The weekly balls given are of the most brilliant



CONGRESS HALL.

nature, Bennstein's orchestra, the leading orchestra in New York, will furnish the music for this season. The Hathorn Spring is on the grounds of this hotel.

The UNITED STATES HOTEL is a superb establishment, equal in size and grandeur to any summer resort in the world. Its construction occupied two years.



THE UNITED STATES HOTEL, SARATOGA.

It contains 768 sleeping rooms, finished and furnished in the latest style, with gas, running water, and other con-

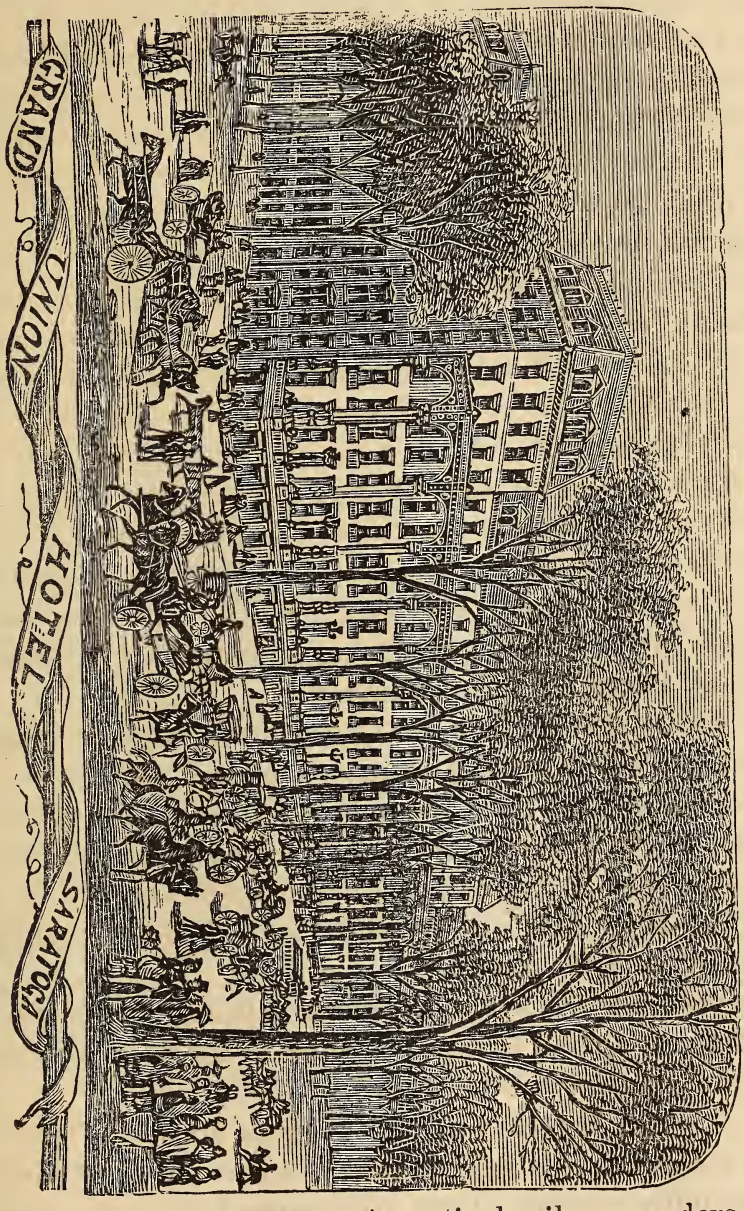
veniences. In addition there are 65 suites of rooms, with bath-rooms and closets attached. Its dining room measures 212 by 50 feet, drawing-room 85 by 60 feet, ball-room 112 by 52 feet, ceilings from 11 to 26 feet in height. The halls are broad and spacious. Two passenger elevators, of the most approved pattern, touch each floor. The broad piazzas measure 2700 feet in length, and the house encloses three sides of a charming lawn and lounging ground, containing three acres tastefully laid out and completely shaded. The piazzas afford unequalled facilities for promenading. The furniture was manufactured by the celebrated Boston House of Beal & Hooper of Haymarket Square; the silver came from the Taunton Silver Works; the glass was made by the American Glass Company, of Cambridge; the carpets from A. T. Stewart & Co., of New York; the crockery from Tucker & Crawford of Albany; and the elevators are made by Otis Bro. & Company of Boston. The proprietor of this magnificent hotel is the Hon. Jas. M. Marvin, who will be remembered by the patrons of the "Old United States," and the house will be managed during the season by Messrs. Thomkins, Perry, Gage and Janvrin.

This house was the first to introduce the popular morning concerts which proved so successful and attractive the past seasons. When the house is in full operation, the necessities of all departments demand the employment of five hundred servants. Professor Stubb's magnificent full band, from New York, has been engaged, and there are nightly hops throughout the season.

Its prices are not in advance of those of its contemporaries, and nothing is spared that can conduce to the comfort, welfare, and pleasure of all its guests.

Grand Union Hotel is one of the great houses of Saratoga. It is 650 feet in length, and the immense extent of frontage is skilfully relieved by the arrangement of windows and entrances, and by the massive towers which rise in the

centre and at each extremity. It is one of the largest hotels in the country, and accommodates 1200 guests comfortably. Within, is a court, which is beautifully shaded, and here a band



plays morning and evening. A vertical railway renders the 6 stories easy of access to guests. The public rooms are of prodi-

gious size, and the office is most perfect in arrangement. This monster hotel has of piazzas, in length over one mile ; halls, two miles ; carpets, ten acres ; number of rooms, 800 ; and possesses every conceivable comfort for guests, interpreters being always on hand to receive orders, and impart information to foreign guests, in their native tongue. Since closing the Grand Union in 1873 upwards of one hundred thousand dollars have been expended in decorating and refurnishing, and it stands without any rival for comfort, ventilation, and grounds. Its tables are always loaded with everything the market affords, and its rates have been arranged with a view to meet the requirements of the times. The House will be under the able management of Messrs. Clare and Wilkinson.

THE WAVERLY HOUSE.

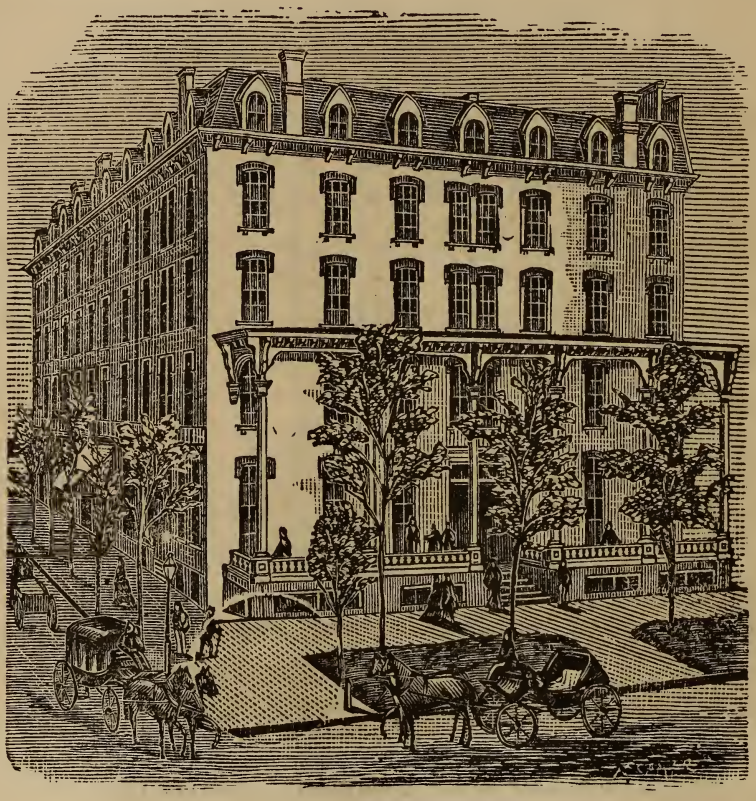
The WAVERLY is a very beautiful and finely furnished house, situated on Broadway. It is surrounded by spacious double piazzas, which afford splendid promenades. It is situ-

ated midway between Congress and Empire Springs, just outside the crowd and bustle of business. It is four stories high, and is strictly first-class in every respect, while the charges are very moderate. This is the nearest Hotel to the celebrated High Rock, Saratoga, Star, Excelsior and Seltzer Springs, and within a few minutes walk of the Hathorn, Congress and others. It stands on higher ground than any Hotel in Saratoga, and is kept with a view to afford the greatest comforts and luxuries to its patrons. Parties and families desiring rooms, and board for the season, will find reasonable terms. The proprietors, Hyatt & Hovey, have had large experience, and every attention is paid to their guests.

THE ARLINGTON HOUSE is situated on the corner of Broadway and Division streets, directly opposite the United States Hotel. It is one of the best constructed Hotels in Saratoga, and will accommodate 450 guests. The building is of brick, of modern and improved arrangement in its interior plan, having been built but a few years.

It is five storeys high, surmounted with a mansard roof, and presents a very neat and attractive exterior, on the fashionable avenue of the town. The house fronts two of the most prominent streets of the town, and its rooms are particularly desirable as they command views of the liveliest portions of Broadway and the business centre of the place. Extending along Broadway, in front, is a fine broad piazza, two storeys high, which commands the most extended view of Broadway of any piazza in Saratoga, overlooking it from Congress Park and Spring for a distance north of over half a mile, thus affording a delightful lounging place on a summer's day, and an excellent resort for sight-seeing. During the spring of 1874 the office was remodeled and very much improved, so that the Arlington has now the pleasantest office and reading room of all the Saratoga hotels. At the same time, the plumbing was re-arranged, thoroughly

repaired and made as convenient as that of any first-class Hotel. It is open both Summer and Winter. George Doolittle, proprietor.



THE ARLINGTON HOUSE.

The Arlington is but a few steps from the Railroad Depot, and free carriages and trusty porters await the arrival of all trains.

Drs Strong's Remedial Institute

This excellent institution is situated on Circular Street, the most beautiful avenue in Saratoga, only a short distance from the great hotels, and one block from the Congress Park.

It is one of the best conducted institutions for the treatment of all kinds of Nervous, Lung, Female and Chronic

Diseases. It is fitting that Saratoga, a place where so many congregate in the summer for recreation, rest, and recuperation of health by the use of the mineral waters,

DRS. STRONG'S REMEDIAL INSTITUTE.

should be supplied with an institution, under able management, where medical advice can be obtained, and the more positive and confirmed cases of disease treated under constant and able medical supervision. Such a place is Drs. Strong's Remedial Institute. But it is always conducted in summer with special reference to the accommodation of summer boarders, and enjoys a most excellent reputation for its superior advantages as a summer resort. The table is excellent, and the rooms are large, well ventilated, and kept with especial reference to comfort and luxury as well

as to health. In summer no one would suppose it to be a medical institute from its appearance, and yet there may be enjoyed the most luxurious baths and means of physical exercise, which every summer resort should supply, but which so few, even of the hotels and boarding-houses in Saratoga, afford within their doors.

Being removed from the bustle and confusion of the large Hotels, it affords a delightful retreat for persons of impaired health. The cathartic, tonic, diuretic and alterative springs —as efficient in winter as in summer—with the dry, uniform and tonic climate, brings invalids here at all seasons of the year. The advantages of a well-regulated Hygienic Institution, with such remedial appliances for the treatment of special cases in the hands of regularly educated physicians, are to be found here.

It possesses abundant means of recreation and entertainment, organs, pianos, gymnasium, etc., to suit the taste and pleasure of its choice patrons.

The elegance and convenience of the Bath Department is unsurpassed in this country. The buildings are heated by steam, so that the temperature throughout the house is moderated to a healthy uniformity, and in winter is brought to the condition of a summer climate. Circulars giving a full description of the institution, its remedial agents and rare appliances, its remarkable success in the treatment of *Nervous*, *Lung*, *Female* and *Chronic Diseases*, with distinguished references, terms, etc., will be furnished by the proprietors on application.

Besides these, there are many smaller hotels, which are well kept.

Having made our choice, we sally forth to see the sights, and at once decide that Saratoga is a very pleasant and pretty village. We find its streets wide, and well shaded with trees, while on either hand rise lofty and elegant structures. But our steps are directed towards the

"Springs," and as we visit, in turn, those wonderful outflows from the bosom of mother earth, we are informed that, for their improvement and utilization, hundreds of thousands of dollars have been expended, and that at the present moment, Saratoga contributes of its healing waters "to almost every portion of the habitable globe."

The waters which flow from these natural curiosities are known as "chalybeate, and acidulous saline." This division arises from the relative proportions of their particles, the constituent ones being carbonate of soda, chloride of sodium, carbonate of magnesia, hydriodate of soda, silica and alumina, carbonic acid gas, with occasionally traces of iodine and potassa. According to the proportions of these found in each spring, so is the name given.

Congress Spring, the most important, was discovered in 1792, by three gentlemen, who were hunting in the neighboring woods. It takes its name out of compliment, first, to one of the discoverers who was a member of Congress, and secondly for the superior strength of its waters, which were first bottled as an article of merchandise in 1823. A few rods south-west on the same grounds is the Columbia Spring, which contains more iron than the Congress, and occupies a very conspicuous place among the tonic waters. The first spring tubed in Saratoga, but almost the last prepared as an article of commerce, is the Washington Spring. It was tubed in 1806. Near this there was formerly a fish pond containing large numbers of trout. The Crystal Spring was opened in 1870. The Hamilton Spring is about 30 rods north of the Congress, and a little further north is the Hathorn Spring, accidentally discovered while preparing the foundations of the Congress Hall Block. Putnam and Ellis Springs are chalybeate water, and the former has a large bathing establishment connected therewith. Pavillion Spring, before it was tubed and prepared, lay in a deep morass, and rose through a

deposit of alluvial soil over 40 feet deep. The remaining springs are the Flat Rock, United States, the Star, formerly called the Iodine, and known for more than 50 years, the Seltzer, the Empire, which discharges about 75 gallons per hour, the Red Spring, so called from the color of its waters

CONGRESS SPRING AND PARK, AND COLUMBIA SPRING.

when agitated, the Excelsior, Eureka and White Sulphur.

The Excelsior Spring is about one mile east of the

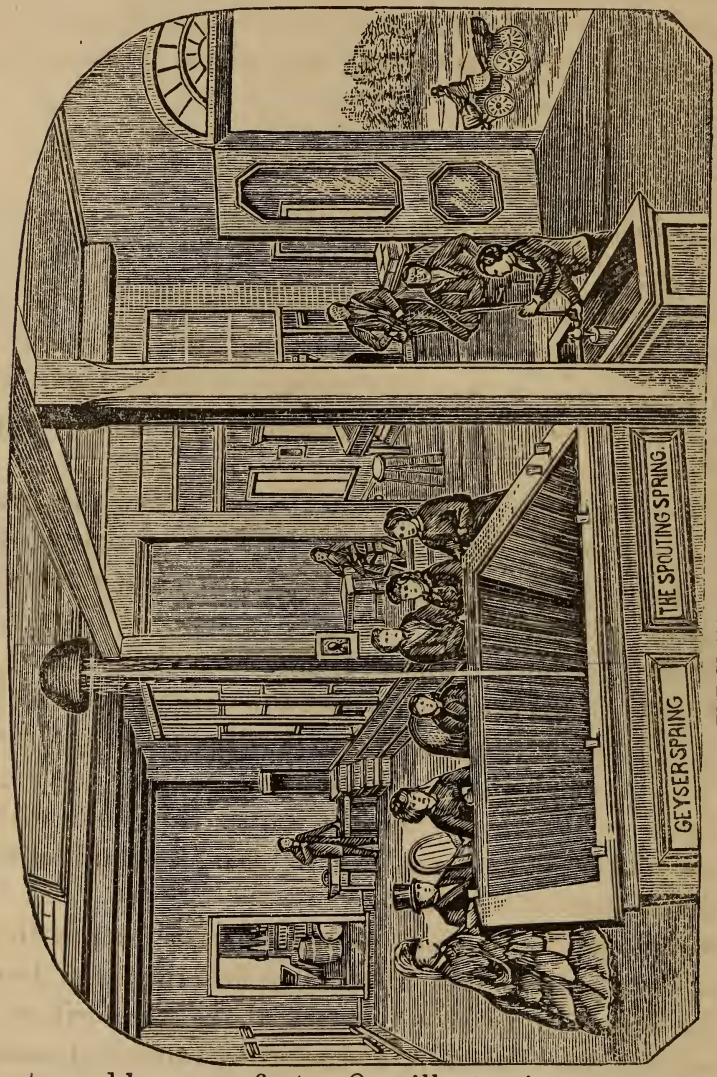
Passenger Depot at Saratoga Springs, situated in a beautiful valley, skirted on one side by a large and picturesque piece of woods, and is one of the most delightful spots to visit at Saratoga. It has been appreciated for its valuable qualities by some of the oldest visitors of Saratoga for at least half a century. Among the most interesting of the springs are the High Rock, and the Geyser. The former is truly a wonderful formation, the rock having been formed by the deposits from the

Sir William Johnson conveyed by the Indians in 1767 to High Rock Spring.

waters which flow from the spring. Some years ago the owners of the spring removed the rock, and found below it, a chamber about two feet in diameter, and ten feet deep, in which lay the body of a tree 18 inches in diameter, and in a perfect state of preservation, while several feet underneath was the trunk of an oak tree which had suffered but little decay.

The High Rock Spring was visited by Sir Wm. Johnson in 1767. He was then residing in Johnson Hall

in Fulton county, about 30 miles from Saratoga. It is said that he was the first white man who ever visited the springs, and the first civilized person who used their waters medicinally. He was carried thither on a litter, by Indians, and, after, a stay of a few weeks, left his bed



THE GEYSER OR SPOUTING SPRING.

and returned home on foot. Our illustration represents this eventful visit.

The Geyser or Spouting Spring, is situated about a mile

and a half from the village. It was discovered in 1870. Appearances of a spring in the vicinity led to the sinking of a shaft through solid rock 140 feet deep, when the waters burst forth and spouted a considerable distance from the surface. The water is exceedingly cold, being only 14 degrees above the freezing point. In 1872 the Glacier Spring was discovered near the Geyser, and, like it, is also a Spouting Spring.

THE CHAMPION SPOUTING SPRING.

Among the new features of attraction to the thousands of people who visit Saratoga, is the "Champion Spouting Spring," which is most justly considered the Wonder among the Springs of this far-famed Summer resort and watering place. It was discovered in August, 1871, and is situated on Ballston Avenue, about one mile from the principal hotels of the village.

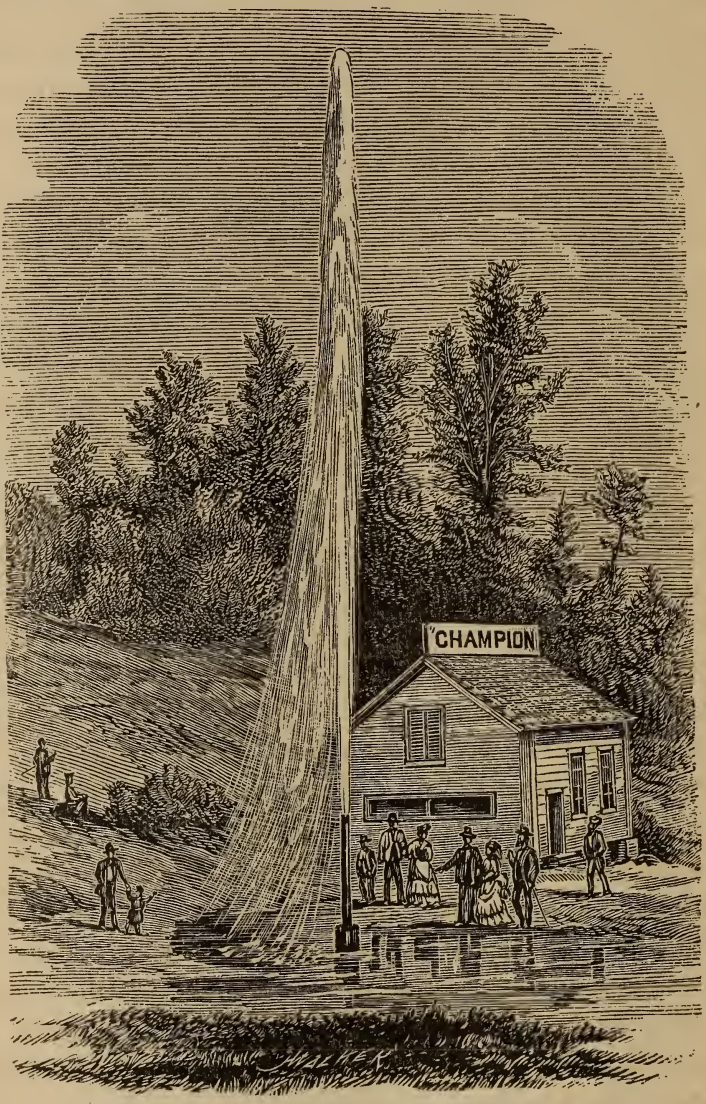
After a careful observation of the surface of the ground. the indications were such as to invite a deeper search, which it was hoped would reveal a hitherto unknown Fountain of Healing.

The work of boring was commenced and continued at a large expenditure of money, until the depth of 300 feet was reached, passing through slate rock, limestone and magnesian lime, beneath which was found an opening of six inches in depth, in which the *mineral water* runs, and which is believed to be the *main channel or fountain head* of all the mineral waters of Saratoga.

On reaching this cavity the water burst forth with great force, throwing a column six and one half inches in diameter to the height of twenty-five feet above the orifice. The Spring was then carefully and securely tubed and cemented, that it might be protected against any impurity from fresh or surface water.

The tube being two inches in diameter is carried ten feet

above the surface, on the top of which is attached a tapering tube with a quarter inch opening, through which the water *continually spouts* to the height of 30 to 35 feet. By remov-



THE CHAMPION SPOUTING SPRING.

ing the small tube, a column of foaming and sparkling water is permitted to escape with much greater force, being thrown into the air to the height of 80 to 100 feet, and *every after-*

noon at five o'clock during the summer, a large company gathers to witness this fine display. The engraving indicates the general appearance of the Spring day and night throughout the year. The surroundings are being beautified, and will offer the attractions of the older Springs.

Prof. C. F. Chandler of the Columbia College School of Mines, one of the best analytical chemists in the country, visited this Spring shortly after its discovery, and from analysis, made from the water taken by him at the time, it exhibits a combination of medicinal qualities not found in so rich a proportion in any other Spring.

The Champion Spouting Spring water contains a *larger amount of carbonic acid gas than any other Spring*, and holds the heavy and valuable minerals embraced in its composition in perfect solution, thus rendering it impervious to the effects of age or climate.

Its remarkable cure of some of the prevailing diseases has given this Spring great favor with professional men and others, whose occupations are sedentary.

It has been found an invaluable remedy in the treatment of cutaneous diseases, scrofula of every type, liver complaint, dyspepsia, bilious complaints, acidity of the stomach, nausea, rheumatism and neuralgia. It is a most excellent preventive of fevers and bilious disorders, so common in the malarial districts of our country; and it is a well-known fact that distinguished physicians have strongly advised the use of natural mineral water in such districts, for drinking purposes as far as possible, in place of the local fresh water. Owing to the large amount of lithia, magnesia and bicarbonate of lime it contains, it is highly commended, also, for Bright's disease of the kidneys and all diseases of the bladder.

We have now shown the tourist and explained to him the nature of the wonders which annually attract such immense throngs to Saratoga, increasing as " the season " reaches its

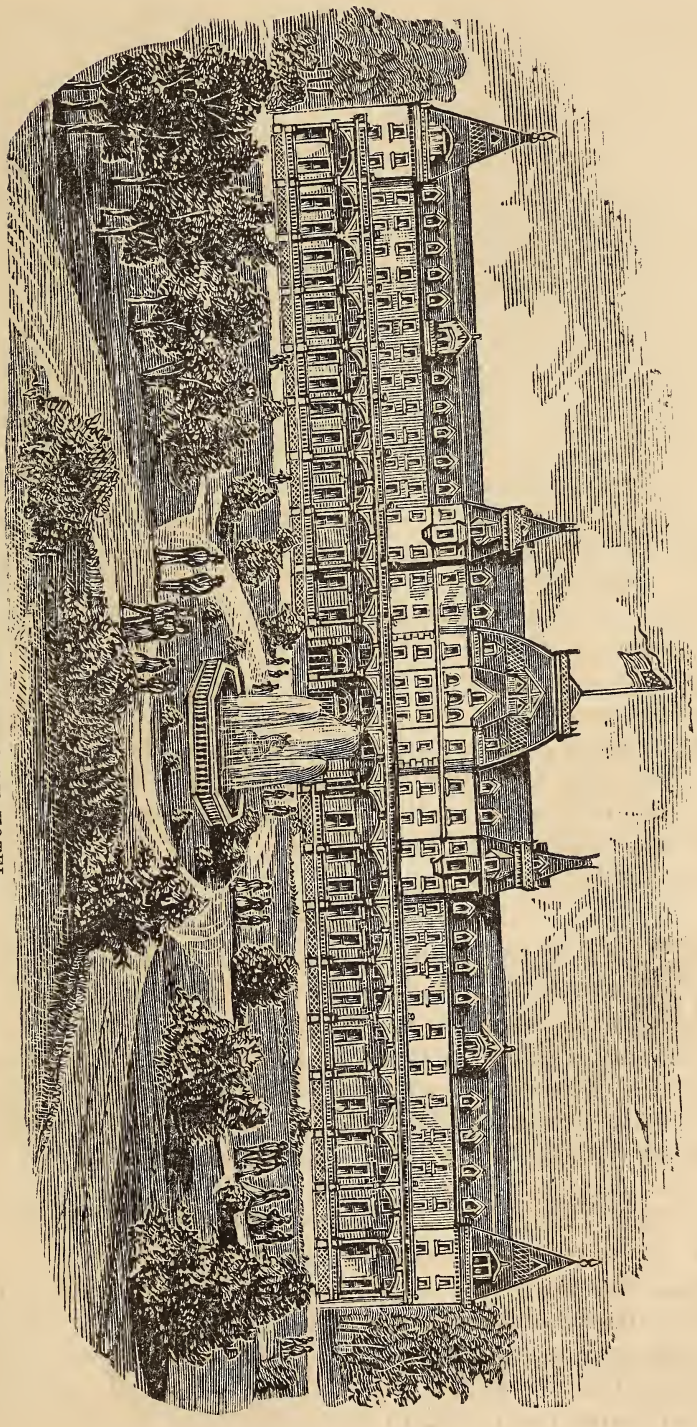
height, until the village from a regular population of 9,000 has within its boundaries over 30,000.

During the height of the season, the hotel arrivals frequently number 1000 daily.

Life in Saratoga is two-fold—Home and Hotel. The former is enjoyed by the residents of the village; whose refined and elegant homes are not to be excelled in any city of the United States. Hotel or fashionable life is ephemeral in its nature, and, like the beauteous butterfly, its duration is but for a short season. In those few brief months, wealth, beauty, fashion, and other ingredients not so desirable, intermingle, and amid the gay whirl and excitement of the ball-room at night, visits to the Spring in the morning, and promenades or drives in the afternoon, is found the daily programme of the pleasure seekers. Among the out-door diversions, is a jaunt to Saratoga Lake, 6 miles distant, reached by a beautiful road 100 feet wide, and divided in the centre by a row of trees, carriages going up one side, and returning down the other. Visits to the Indian camp, to the battle grounds of Saratoga and Stillwater, are also pleasant features. Willing though we may be to linger amidst these pleasant scenes we are compelled to continue our journey. But before returning to Albany we would, for the benefit of those who purpose visiting Lake George and its surroundings, say that at a distance of 16 miles beyond Saratoga is Fort Edward Station, where a branch line runs up to the picturesque village of Glen Falls.

LAKE GEORGE.

THE route from Glen's Falls to Lake George is by stage, over a fine plank road, and passes through most beautiful scenery. The lake, 36 miles long, has an elevation of 320 feet above the sea. It is one of the finest sheets of water in the world—beautiful and romantic-dotted over with verdant isles, and on its shores are built many elegant villas. This lake was the scene of many thrilling events during the early Indian wars, and those of 1775. On either end of the lake are situated Forts William Henry and Ticonderoga. Near the ruins of Fort William Henry stands the Fort William Henry Hotel, a spacious and beautiful house containing accommodation for over 900 guests; the grounds are laid out with great elegance and a fine view of the southern end of the Lake is obtained therefrom. A broad promenade, said to be the finest on the continent, runs



FORT WILLIAM HENRY HOTEL.

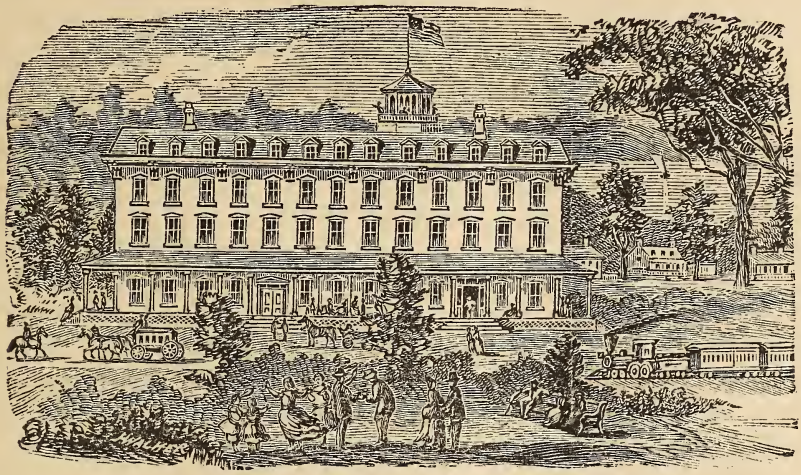
the whole length of the house, and the interior is fitted up regardless of expense. The furniture, and all the appurtenances, are of the finest description, and every convenience or luxury is here supplied. The Hotel is owned by Messrs. T. Roessle & Son, whose names are familiar with the travelling public, not only in connection with this house, but also of the Delavan House, Albany, for 20 years, and the Arlington at Washington, D. C. All fruits and vegetables are supplied from Mr. T. Roessle's farm near Albany. Directly in front of the Portico of the Hotel is an elegant Pagoda, where a fine band sends forth sweets strains to welcome the arrival of the boats, and also enlivens the dinner-hour. From the Battery on the Fortification is given the numbers of arrivals by each steamer. In connection with the hotel are ten-pin alleys, shooting galleries, croquet, billiard, &c. The ruins of Fort George lie to the east of the Hotel. All that now remains of this "relic of heroic deeds" are the ruins of the rectangular citadel that stood within the fortifications. A walk leads from the Hotel, around the foot of Rattlesnake Hill and upward to its summit, from whence a fine view can be obtained. A fine livery is kept for the purpose of enjoying the many delightful drives in the vicinity, and specially constructed conveyances have been secured for the purpose of ascending to Prospect Mountain House. The view from this point is unsurpassed. Within view are five lakes, with Champlain, over 100 miles distant, the Green Mountains, the Adirondack, the Catskills, the Hudson river, with the Crane Mountains to the south-west. A fine view of Lake George, with its numerous islands, bays, hotels and villas, is also obtained. General Sherman during his visit to Fort William Henry and Lake George, pronounced it the finest watering place in the world.

We would also here call the attention of tourists going through to Montreal, to the Franklin House and Cottages, at Highgate Springs, in Franklin county, in the north-west corner of Vermont, 12 miles north of St. Albans,

WHERE FISHING, DUCK SHOOTING, BOATING AND YACHTING ARE FOUND.

About ten minutes walk westerly from the Franklin House is a wharf, warehouse and steamboat dock, on what is called Missisquoi Bay, a part of Lake Champlain, and quite

a lake of itself, being eight or ten miles across, and some forty miles around. Plenty of row-boats are kept here for guests and visitors. In the waters of this Bay is the best pickerel, pike and black bass fishing to be found anywhere, and as fine duck shooting as can be desired.



FRANKLIN HOUSE AND COTTAGES HIGHGATE SPRINGS, VER.

The Franklin House and its five Cottages are situated amid beautiful shade trees, and by the edge of a spacious grove of several acres. The bluffs overlooking the Bay are also covered with groves and stately trees, altogether forming a ramble of some two miles in circuit, and affording picturesque walks, vistas and scenes, while in the adjacent hills and spurs of the Green Mountains, on the north and east, are found varied and delightful drives.

With all the appointments and surroundings of the place, the medium rates of charges, and the means and facilities for taking care of guests, we feel safe in urging tourists and families, seeking Summer Homes, to call and try the Franklin House and its varied comforts and fare.

We now return to Albany, whence we diverged, and proceed to take our tourists to Montreal by the round-about, but interesting route *via* Niagara.

ALBANY.

ALBANY is the capital of the State of New York, and was first settled in 1612. It contains many buildings well worthy of notice, and the new State Capitol is a magnificent structure. The view from the Capitol

is very fine, as the whole of the city, and a large tract of the surrounding country, can be seen from this eminence. Those of our travellers, who wish to take things easily, will find themselves very comfortably put up at the "Delavan House," one of the best houses in the state, kept by Messrs. Charles E. Leland & Co. They can then take the train on the New York Central Railway, for Utica, *en route* to

TRENTON FALLS.

AS these Falls lie only about seventeen miles off the line of railway, with a branch railroad right up to them, they ought not to be passed without a visit. We will, therefore, take our seats in the cars at Albany, by the morning train, change at Utica, and either hire a conveyance there to take us on, or get into the cars which connect with this train, and bring us to the Trenton Falls Station a little after noon. The river forming the Trenton Falls is called the West Canada Creek, but as this name is not euphonious, the Falls have been named after the town or parish in which they are situated. There is no one special cataract at Trenton which in itself is pre-eminently grand or beautiful. It is more the position, form and rapidity of the river which give the charm, and make it considered by many as one of the most picturesque and lovely spots on the continent. The stream descends 123 feet in two miles by a series of falls of great beauty. As the usual passage for tourists is along the bed of the river itself, it can be understood that to see these falls aright there must not be too much water. The end of July, or the commencement of August, is the time to see them in their beauty. In order to justify their name, there are two actual waterfalls here, which within a few hours journey from Niagara, or seen after that mightiest of all cataracts, would appear as trifles, but when taken on one's way to the Falls, and viewed in connection with the surrounding scenery, are well worthy of the visit we propose to make. The banks of the river are thickly wooded on each side, with broken clefts here and there, through which the colors of the foliage show themselves, and straggling boughs and rough roots break through the high rocks, and add to the wildness and charm of the scene.

The tourist should not leave without visiting the "Lovers Walk," a beautiful avenue of hemlocks, near the hotel. Bridal parties who go to Niagara, generally make Trenton one of the stopping places on their wedding tour. Could these fine old trees, which line the walk, speak forth, and proclaim the scenes which have been witnessed beneath their shades, the tale would recall to many a personal and pleasing experience. The shadowy walk is certainly well adapted to the tender mode in which lovers are so prone to indulge.

A comfortable hotel is situated in the village, where travellers can get all their wants supplied, and then take the cars back to UTICA, where they can again join the New York Central line, and proceed *via* ROME, SYRACUSE, ROCHESTER and LOCKPORT, on their way to Niagara. As we presume that this journey will be made without any stoppages, we shall skip all these places, and merely say that they are the ordinary specimens of American towns, having broad streets, avenues of trees, large stores, and excellent houses with an air of prosperity about the whole of them.

Those who desire to travel from New York to Niagara Falls, *via* the Erie Railway, will find that route a desirable one, both for elegant and sumptuous drawing room and sleeping coaches, with which it is well provided, as well as the grand and picturesque scenery through which the road passes. The beautiful valley of the Delaware, the gorgeous Susquehanna, and the wonderful and charming Wyoming valley, all present a picture to the tourist of unrivalled interest. *Portage*, on the direct line to Buffalo and Niagara Falls, is celebrated for its Wooden Trestle Bridge, the largest structure of the kind in the world, being 800 feet long by 234 feet in height, sustained by 13 stone piers spanning the Genesee River. Its cost was over $175,000. Some conception of its magnitude may be formed when it is known that in its construction 1,600,000 feet of timber, and 106,820 lbs. of iron were used, and the design and architecture are

such, that, while undergoing repairs, any portion of it may be removed, without weakening the structure or retarding or interfering with the progress of trains.

It is here also that the Genesee River enters a grand rocky defile, presenting, as far as the eye can reach, a succession of wild and varied scenery. The Upper Falls—just below the Bridge—have a descent of 68 feet, making the distance fram the top of the Bridge to the bottom of the Falls 302 feet. At the Middle Falls one quarter of a mile beyond—the water dashes in an unbroken sheet into a chasm 110 feet in depth, bounded on either side by perpendicular ledges. The action of the water has formed a hollow in the rock known as the Devil's Oven. The Lower Falls are a mile and a half from the Bridge, and it is here the scenery is most sublime. At this point the river, after a precipitous course of nearly one-fourth of a mile, descends 20 feet, and striking the base of Sugar Loaf Rock, which rises 100 feet from the bed of the river, turns at a right angle and falls into a deep pool. The rapidity of the water at this point, and the great height of the rocky bluffs which skirt the river, lend enchantment to the scene.

To quote from an eminent author: "If the Portage or Genesee Falls were in Yosemite Valley, or among the Alps, instead of twelve hours from New York, they would be visited and painted and photographed, and written of, a great deal more.

At Portage Bridge there is a fine hotel, capacious, and furnished throughout in modern style.

Continuing our journey, in due time we reach the Suspension Bridge which spans the river, two miles below the Falls.

NIAGARA FALLS.

HAVING landed our travellers safely at Suspension Bridge, the choice of an hotel is the matter of first and paramount importance. General opinion is much divided on this subject, many travellers asserting that

the American side is the only one to stop on and see the Falls as the Rapids and Goat Island are all to be reached from that side, and from that, alone; whilst others take the broader view of the question that these minor sights ought to give place to the Falls, and therefore the only place to obtain an uninterrupted view of the two mighty cataracts is from the Canadian side. We shall, however, leave this question to be decided by the traveller, and merely observe that the hotels on both sides are very good, viz., the "International" and "Cataract" on the American side, and the "Clifton" on the Canadian shore, either of which houses can be well recommended. The latter certainly cannot easily be excelled. Before proceeding to give a description of the Falls, it may be well, *en passant*, to briefly notice the Suspension Bridge, which is admitted by all to be a wonderful triumph of engineering skill. Mr. Roebling of Trenton, New Jersey, was the engineer of this Bridge, which, as the name implies, is constructed on the suspension system The two towers supporting the entire structure, which is in one span, (800 ft.), are about 70 feet high, and built on and into the solid rock; the bridge is supported by four cables, each composed of 8000 wires, and measuring 9½ inches in diameter, aggregate length of wire employed being more than 4,000 miles, whilst the entire weight of the Bridge is 12,400 tons. Its cost was half a million dollars. It is constructed for the joint purposes of road and pedestrian traffic, and for the Great Western Railway of Canada.

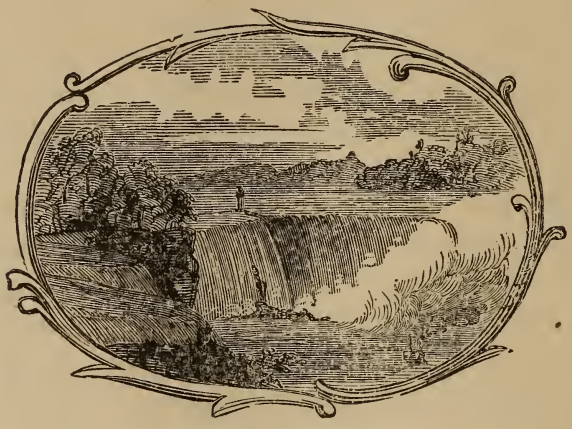
There is a small toll levied on all passengers, and a custom-house officer will make a cursory and rapid search, lest any articles liable for duty are being carried across from the United States into the Dominion of Canada, or *vice versa*.

Proceeding to the Falls, our task is now, in as few words as possible, to direct the tourist as to what to see and how to see it. We will, therefore, explain that the larger cataract

stretching from shore to shore is the Canadian or Horse Shoe Fall, whilst the smaller one is the American. The dimensions of the two Falls must necessarily be a matter of computation, and they are estimated as follows:

The American Fall, 900 feet across, with a drop of 164 feet.

The Canadian Fall, 1,900 feet across, with a drop of 158 feet, and it is stated by Professor Lyell that fifteen hundred millions of cubic feet of water pass over this fall every hour!



HORSE SHOE FALL.

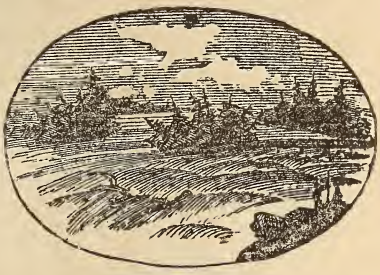
The traveller in his first visit to the Falls is impressed with a sense of inexpressible amazement. His emotions are not unlike those of the votary of necromancy, who, when once within the magic circle, trembles under the influence of the enchanter, even before he confronts the wizard himself.

HORSE SHOE FALL.

WHO can forget his first view of this grand and stupendous spectacle? The roaring is so tremendous that it would seem that if all the lions that have ever lived since the days of Daniel could join their voices in one "Hullah's" chorus, they would produce but a whisper in

comparison to the deep diapason of this most majestic of all Nature's pipes or organs.

The bridge which connects the mainland with Goat Island is eagerly passed, and we explore the whole of this curious crag, which is rightly named, for it is found fantastic enough to suggest that goats only could find a comfortable footing. The sublimity of the scene increases at every step; but when we come upon the mighty Cataract we gaze in speechless wonder. But words cannot describe the grandeur of this scene, nor the emotion which it excites; neither can the pencil, any more than the pen, do it justice. The silent and the still picture wants the motion and the sound of that stupendous rush of waters. It is impossible to paint the ever-rising column of spray that spires upward fron the foaming gulf below, or the prismatic glory that crowns it; for there indeed has God forever "set his bow" in the cloud, and cold must be the heart that in such a scene remembers not His covenant.

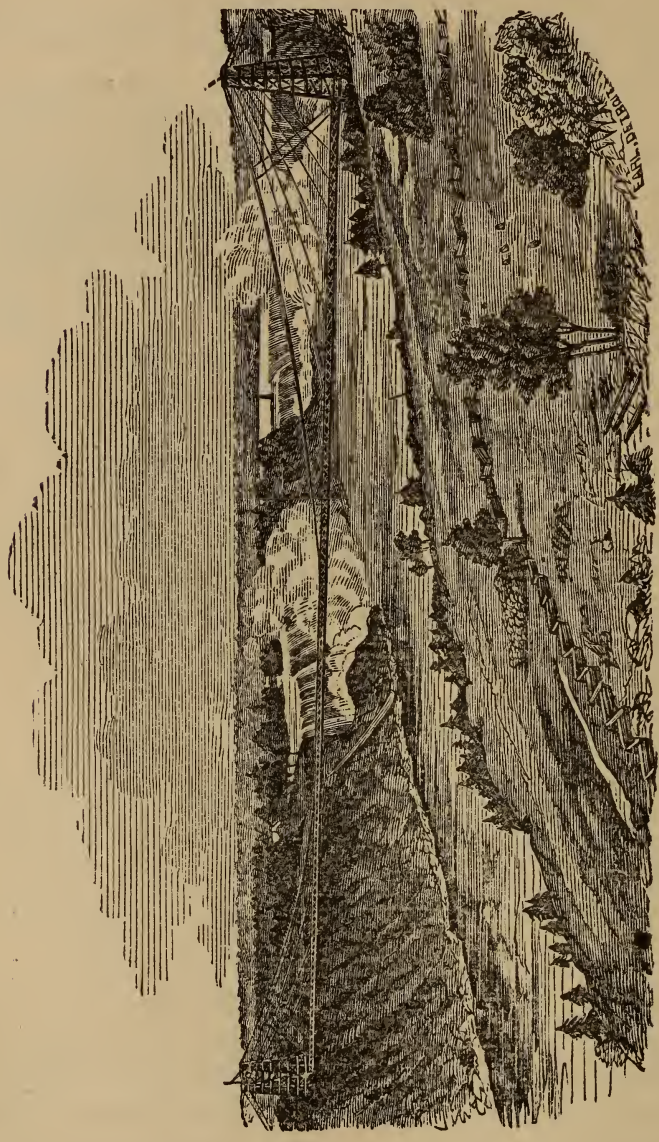


THE RAPIDS.

NEW SUSPENSION BRIDGE.

THE desirability of erecting a bridge nearer the falls, and for carriage or foot passengers only, had long been spoken of, and finally, after much trouble and perseverance, charters were obtained from the State of New York and the Province of Ontario, and the work was commenced in 1867. It was opened to the public on the 1st January, 1869. Its cost was nearly $120,000. It is located about 1,800 feet below the American Falls, on the American side, landing on the Canadian side, only 8 or 10 rods below the Clifton House. The towers on the Canadian side are 120 feet high, and on the American side 106 feet high. The span is 1,230 feet from tower to tower. The

height from the water to the floor of the bridge is 256 feet. There is a single track for carriages, and space at one side for foot passengers. The bridge has at each side a strong



NEW SUSPENSION BRIDGE.

railing five feet high. The estimated strength of the structure is over 150 tons, and as 10 or 15 tons is all that could well be placed on the bridge at any one time by its ordinary

traffic the greatest confidence previls as to its stability. It has now passed through three winters, with its load of ice and frozen spray, so that it is no longer an experiment, but a fixed fact, and full confidence has been established.

It stands as a great lasting monument to J. T. Bush, who conceived the project, and carried it to a successful termination. The view from the centre of it is exceedingly fine; suspended in mid-air—in full view of both the American and Horse Shoe Falls—the river above and below, with its beatiful banks from 150 to 250 feet perpendicular, presents a view never before enjoyed by visitors to this wonderfully beautiful resort.

The erection of this bridge brings Goat Island and the side of Table Rock within easy walking distance.

TABLE ROCK,

FROM which such a grand view of the falls was obtained, exists only in name, and in the interest which attaches to its site. It was a truly magnificent crag, overhanging the fearful abyss, and it constituted one of the wonders of the place. Many accidents are recorded, from the temerity of tourists who ventured too near its margin. It, however, fell in 1862, and had this accident occurred an hour or two earlier in the day, the Victoria Bridge, the Grand Trunk Railway, and many other Canadian undertakings, might not have been accomplished, for a very short time previous to the disappearance of the slippery granite, there were standing upon it, viewing the Falls, the engineer of the Victoria Bridge, and several of his colleagues in the enterprises that have been mentioned.

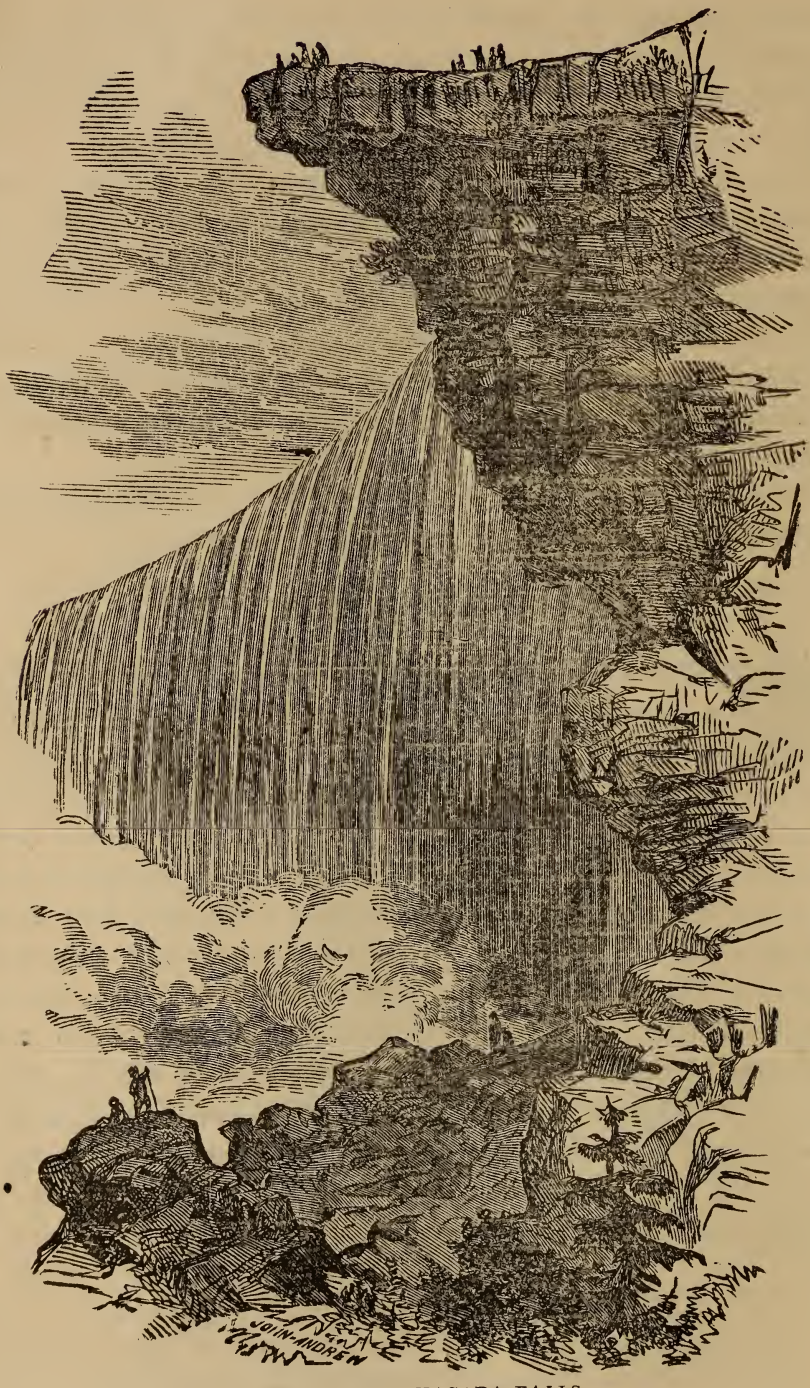


TABLE ROCK—NIAGARA FALLS.

CAVE OF THE WINDS.

ENTRANCE TO THE CAVE OF THE WINDS.

A suitable building is here erected for the accommodation of visitors wishing to pass under the centre Fall into the Cave of the Winds, and this is a feat that all tourists should, if possible, perform. Oilskin dresses, clean and dry, are supplied to visitors. For a small fee an experienced guide will accompany parties under the sheet of water, and describe fully all the incidents connected with this locality. The scene within the cave is one of inconceivable grandeur. Conversation is impossible, the mighty cataract asserting its right to alone be heard, as its thunders reverberate within the cave.

BURNING SPRING

Is about one mile above Table Rock, near the river's edge. The water of the spring is highly charged with sulphuretted hydrogen gas, and emits a pale blue light when ignited.

To heighten the effect, the phenomenon of the burning water is exhibited in a darkened room.

THE WHIRLPOOL RAPIDS.

The best place to get a view of this wild tumultuous scene is about a quarter of a mile below the Suspension Bridge, Let the visitor by all means descend to the water's edge at this point. It was here the fairy-like steamer "Maid of the Mist" so narrowly escaped destruction.

THE WHIRLPOOL,

On the American side, is three miles below the Falls, and is visited on account of the wild and magnificent grandeur of its scenery. The river here turns abruptly to the right, forming an elbow, and as the waters rush against the opposite banks, a whirlpool is formed on which logs and often bodies have been known to float many days.

THE WHIRLPOOL.

The river in the centre is estimated by the engineers to be eleven feet and a half higher than on each shore, and the visitor often wonders how the "Maid of the Mist" ever passed down here and lived. There is no perpendicular fall, or external outlet at the whirlpool. The distance across it is one thousand feet; perpendicular height of the banks, three hundred and fifty feet.

MAID OF THE MIST GOING THROUGH THE WHIRLPOOL.

IT is now a matter of history how this tiny steamer which conveyed tourists under the spray of the great Horse Shoe Fall successfully escaped the hands of the sheriff, by passing through the whirlpool.

She left her moorings, about a quarter of a mile above the old Suspension Bridge, June 15, 1861, and sprung boldly out into the river, to try one of the most perilous voyages ever made. She shot forward like an arrow of light, bowed gracefully to the multitude on the Bridge, and with the velocity of lightning passed on her course. Many beheld this hazard-

ous adventure, expecting every instant she would be dashed to pieces and disappear forever. Amazement thrilled every heart, and it appeared as if no power could save her. "There! there!" was the suppressed exclamation that escaped the lips of all. "She careers over! she is *lost!* she is lost!" But, guided by an eye that dimmed not, and a hand that never trembled, she was piloted through those maddened waters by the intrepid Robinson, in perfect safety, and subsequently performed less hazardous voyages on the St. Lawrence.

On this trip there were but three men on board, the pilot, engineer, and fireman.

She is the only craft, so far as is known, that ever made this fearful trip, and lived. Though the pilot had performed many hazardous exploits in saving the lives of persons who had fallen into the river, yet this last act in taking the "Maid of the Mist" through the whirlpool is the climax of all his adventures.

THE DEVIL'S HOLE

Is a large triangular chasm in the bank of the river, three and a half miles below the falls. The Bloody Run, a ravine so called from a sanguinary engagement between two hostile Indian tribes, falls into this chasm.

THE THREE SISTERS.

THESE are three small islands, lying side by side, near the head of Goat Island. The remotest of this group is the island from which Mr. Joel R Robinson rescued a Mr. Allen in the summer of 1841. Mr. Allen, having started just before sundown for Chippewa, (a village three miles up the river on the Canada side,) had the misfortune to break one of his oars in the midst of the river. The current caught his boat and bore it rapidly towards the

HORSE SHOE FALLS—FROM CANADA SIDE.

Falls. As his only hope of safety, he steered with the remaining oar for the head of Goat Island, but, failing to strike that, she was bearing swiftly past this little island when, knowing that the alternative was certain doom, he sprang for the land, and reached it with but little injury. Having matches in his pocket, he struck a signal light at the head of this island, but it was not seen until morning. Mr. Robinson rescued him by means of a boat and cable.

The first of the sisterhood, or the island nearest you, is called Moss Island. That feathery show of a cataract between yourself and Moss Island is called the Hermit's Cascade, from its having been the usual bathing place of Francis Abbot, the Hermit of Niagara.

THE HERMIT OF THE FALLS.

AS we think it will be interesting, we will relate the story of this strange person. About twenty-five years since, in the glow of early summer, a young stranger of pleasing countenance and person made his appearance at Niagara. It was at first conjectured that he was an artist, a large portfolio, with books and musical instruments, being among his baggage. He was deeply impressed with the majesty and sublimity of the Cataract, and the surrounding scenery, and expressed an intention to remain a week, that he might survey them at his leisure. But the fascination which all minds of sensibility feel in the presence of that glorious work of the Creator, grew strongly upon him, and he was heard to say that six weeks were insufficient to become acquainted with its beauties. At the end of that period he was still unable to tear himself away, and desired to " build there a tabernacle," that he might indulge in his love of solitary musings, and admire at leisure the sublimity of nature. He applied for a spot on the Three Sisters' Island, on which to erect a cottage after his own

model; one of the peculiarities of which was a drawbridge, to insure isolation. Circumstances forbidding compliance with this request, he took up his residence in an old house on Iris Island, which he rendered as comfortable as the state of the case would admit. Here he remained about eighteen months, when the intrusion of a family interrupted his habits of seclusion and meditation. He then quietly withdrew, and reared for himself a less commodious habitation near Prospect Point. When winter came, a cheerful fire of wood blazed upon the hearth, and he beguiled the long hours of evening by reading and music. It was strange to hear in such solitude, the long-drawn, thrilling notes of the viol, or the softest melody of the flute, gushing forth from that low-browed hut, or the guitar breathing out so lightly amid the rush and thunder of the never slumbering torrent. Though the world of letters was familiar to his mind, and the living world to his observations, for he had travelled widely, both in his native Europe and the East, he sought not association with mankind, to unfold or to increase his stores of knowledge. Those who had occasionally conversed with him, spoke with equal surprise and admiration of his colloquial powers, his command of language, and his fervid eloquence; but he seldom and sparingly admitted this intercourse, studiously avoiding society; though there seemed in his nature nothing of misanthropy or moroseness. On the contrary, he showed kindness to even the humblest animal. Birds instinctively learned this amiable trait in his character, and freely entered his dwelling, to receive from his hands crumbs or seeds.

But the absorbing delight of his solitary residence was communion with Niagara. Here he might be seen at every hour of the day or night, a fervent worshipper. At the gray dawn he went to visit it in the vail of mist; at noon, he banqueted in the full splendor of its glory; beneath the soft tinting of the lunar bow he lingered, looking for the

angel whose pencil had painted it; and at solemn midnight, he knelt at the same shrine. Neither the storms of autumn nor the piercing cold of winter prevented his visits to the temple of his adoration. There was, at this time, an extension of the Serappin Bridge, by a single beam of timber, carried out ten feet over the fathomless abyss, where it hung tremulously, guarded only by a rude parapet. Along this beam he often passed and repassed in the darkness of night. He even took pleasure in grasping it with his hands, and thus suspending himself over the awful gulf; so much had his morbid enthusiasm taught him to revel amid the terribly sublime. Among his favorite gratifications, was that of bathing, in which he indulged daily.

One bright but rather chilly day in the month of June, 1831, a man employed about the ferry saw him go into the water, and for a long time after observed his clothes to be still lying upon the bank. The poor hermit had taken his last bath. It was supposed that cramp might have been induced by the chill of the atmosphere or the water. Still the body was not found, the depth and force of the current below being exceedingly great. In the course of their search, they passed on to the Whirlpool. There, amid those boiling eddies, was the body, making fearful and rapid gyrations upon the face of the black waters. At some point of suction it suddenly plunged and disappeared. Again emerging, it was fearful to see it leap half its length above the flood, then float motionless as if exhausted, and anon spring upward and seem to struggle like a maniac battling with a mortal foe. For days and nights this terrible scene was prolonged. It was not until the 21st of June that after many efforts they were able to recover the body and bear it to his desolate cottage. There they found his faithful dog guarding the door. Heavily had the long period worn away while he watched for his only friend, and wondered why he delayed his coming. He scrutinized the approaching group

HORSE SHOE FALLS—FROM THE AMERICAN SIDE.

suspiciously, and would not willingly have given them admittance. A stifled wail at length showed his intuitive knowledge of his master, whom the work of death had effectually disguised from the eyes of men. On the pillow was his pet kitten, and in different parts of the room were his guitar, flute, violin, portfolio and books scattered, the books open, as if recently used. It was a touching sight; the hermit mourned by his humble retainers, the poor animals that loved him, and ready to be laid by strange hands in a foreign grave.

The motives that led this singular and accomplished being, learned in the languages, in the arts and sciences, improved by extensive travel, and gifted with personal beauty and a feeling heart, to seclude himself in the flower of youth from human society, are still enveloped in mystery. All that is known, was, that his name was Francis Abbott, that he was a native of England, where his father was a clergyman, and that he had received from thence ample remittances for his comfort. These facts had been previously ascertained, but no written papers were found in his cell to throw additional light upon the obscurity in which he has so effectually wrapped the history of his pilgrimage.

THE THREE SISTER BRIDGES.

These costly and substantial structures are built over the three channels which separate the Three Sisters from each other and from Goat Island, presenting new and grand views of the Rapids and Falls, unequalled from any other point. These three bridges combine strength and beauty. They are alike, being slightly convex, that is, higher in the middle than at either end, thus adding to their strength.

The ends are fastened into the solid rock. Two rods, two inches in diameter, pass under each bridge, and are also fastened into the rocks at either end. The peculiar construction of the railing adds much to their strength and beauty. A fourth island, or sister, was discovered while the

bridges were being built; to it a bridge has also been thrown. From the head of the third sister may be seen one continuous Cascade or Fall extending as far as the eye can reach, from Goat Island across to the Canada shore, varying from ten to twenty feet in height. From this miniature Niagara rises a spray similar to that of the great Falls. The Rapids here descend fifty-one feet in ¾ of a mile, and they are one of the prominent features of Niagara.

Viewed from the Bridge they look like "a battle charge of tempestuous waves, animated and infuriated, against the sky." As they pass towards the fall, the commotion becomes more deeply intense, and they struggle as if desiring to escape the tremendous abyss into which they are about to be hurled. Suddenly, as they approach the verge, resignation seems to come over them, and in apparent calmness they accept their fate, and in an instant pass beyond our view.

It is now nearly 200 years since the eye of the European first saw these wonderful rapids and falls. Father Hennepin, in 1678, was conducted by the Indians to this spot, and they beheld the "wonder of the World." For ages before his visit, and for nearly two centuries since, the mighty river has continued to flow in "floods so grand and inexhaustible as to be utterly unconscious of the loss of the hundred millions of tons which they pour every hour over the stupendous precipice."

"Still do these water roll, and leap, and roar, and tumble "all day long; still are the rainbows spanning them a hun- "dred feet below. Still, when the sun is on them, do they "shine and glow like molten gold. Still when the day is "gloomy, do they fall like snow, or seem to crumble away "like the front of a great chalk cliff, or roll down the rock "like dense white smoke. But always does the mighty "stream appear to die as it comes down, and always from the "unfathomable grave, arises that tremendous ghost of spray "and mist which is never laid, which has haunted this place

" with the same dread solemnity since darkness brooded on " the deep, and that first flood before the deluge—Light— " came rushing on creation at the Word of God."

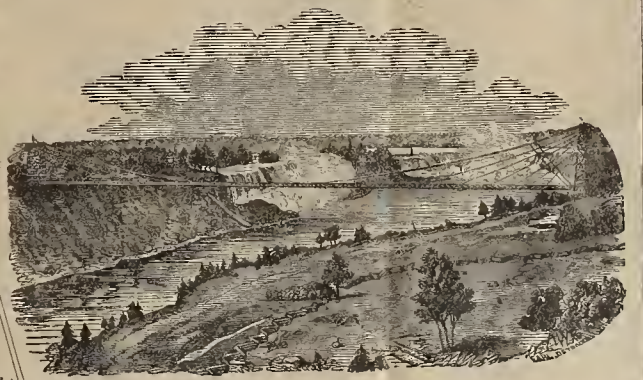
Luna Island is beautifully placed just in the very curve of the fall. This island, as it appears in its summer as well as its winter dress, is graphically described in " Picturesque America," from which we quote as follows: " It is pleasant enough in summer, for it has evergreens, trees and bushes, grasses and wild flowers in abundance, the atmosphere of spray by which it is surrounded being apparently favorable to vegetation. At night time, when there is a moon, a fine lunar bow is visible from the bridge that connects it with Goat Island, and hence its name. But the great glory of Luna Island is in the winter, when all the vegetation is incrusted with frozen spray. The grasses are no longer massed in tufts, but each particular blade is sheathed in a scabbard of diamonds, and flashes radiantly at every motion of the wind. Every tree, according to its foliage, receives the frozen masses differently. In some, especially evergreens, with pinnatified leaves, each separate needle is covered with a fine coating of dazzling white. In others where the boughs and branches are bare, the spray lodges upon the twigs, and gives to the eye, cubes of ice, that greatly resemble the uncouth joints of the cactus. In some evergreens the spray, being rejected by the oleaginous particles, forms in apple-like balls at the extremities of the twigs and the nooks of the branches. Those close to the verge of the fall are loaded so completely with dazzling heaps of collected frozen spray, that the branches often give way, and the whole glittering heap comes flashing down in crumbling ruin. On the ground, the spray falls in granulated circular drops of opaque white; but, wherever there is a stone or a boulder, ice is massed about it in a thousand varying shapes. Let us peep down from the verge, and, regardless of the noise and the smoke of the waterfall, give our attention

solely to the ice. It stretches in great columns from the top to the bottom of the falls, and a colonnade is formed, such as one reads of in the fantastic stories of the East, where alabaster and marble, jade and porphyry, are carried to the skies in the tremendous palaces of pre-adamitic kings. The frozen spray, descending upon these, covers them with a delicate tracery of flowers and ferns, and even of resemblance to human heads, which is a beautiful and strange sight.

"In winter time we may not descend on the American side; but, if we might, surely we should discern the most wondrous ice configurations along the verge of the pathway. The descent can be made at this time under the Table Rock; and the visitor passes from the stairways into a defile of the kind that Dante dreamed of in his frozen Bolgia. Along the side of the rock walls are rows of stalactites, about the size of the human body, to which all of them bear a quaint resemblance. Upon the other side, massed along the verge of the bank, are ice-heaps that mount up fifty feet into the troubled air, some of them partially columnar in shape, but the majority looking like coils of enormous serpents, that have been changed by the rod of an enchanter into sullen ice.

"It must be remembered that, if winter gives much, it also takes away much. If it covers the trees and the grass with diamonds, and heaps up ice-serpents, and builds colonnades and spires and obelisks, it takes away a great part of the volume of the water, for the thousand rills that feed the great lakes have been rent from the hills by the fierce hand of the Frost giant, and clank around his waist as a girdle. Those who love color and light, and majesty of sound, will do well to come in the summer; those who like the strange, the fantastic, and the fearful, must come in the winter. But the true lover of the picturesque in Nature, will come at both times. Each has its special charm; each has some things

MAP
OF THE VICINITY OF
NIAGARA FALLS
Drawn from Actual Survey
FOR
THE ALL ROUND ROUTE
AND
PANORAMIC GUIDE



CANADA WEST

STATE OF NEW YORK

NIAGARA FALLS

NIAGARA RIVER

NATIONAL BOUNDARY

GRAND ISLAND

Buckhorn Island

Navy Isld

Cayuga I.

Corners I

Grass Island

Gill Creek Islands

Goat Island

Three Sisters

Cedar Island

Burning Spring

Cantine Is.

Chippawa

Drummondville

Clifton House

Clifton Sus. Br.

Oakwood Cemetery

Lockport

Stamford

Great Western Railway

Erie & Niagara Railway

New York Central Railroad

Erie Railway

Race Course

Battle Ground

Portage Rd.

Road to St Catharine

Road to Queenston and North Side of Heights

Mc Leod's Road

Montcalm Road

Table Rock

Prospect Point

Terrapin Bridge

Suspension Bridge

Upper Steamboat Landing

Lower Steamboat Landing

Ferry

Museum

Observatory

Depot

Cem. Depot

Bridge St.

Chestnut St.

Pine St.

Main St.

Niagara St.

Ontario St.

Huron St.

Erie St.

Hospital

Academy

Public School

Methodist Church

Presbyterian Church

Episcopal Church

Catholic Church

Baptist Church

Court House

Jail

Town Hall

Market

Bank

Post Office

Mechanics Institute

Gas Works

Water Works

Foundry

Tannery

Grist Mill

Saw Mill

Woollen Factory

Paper Mill

Distillery

Brewery

Ferry House

Toll House

Toll Gate

Light House

Observatory

Burial Ground

Race Course

Public Square

Park Place

Clarendon

Montcalm Hotel

Niagara House

Falls Hotel

International

Cataract

J. Ross

W. Russell

J. T. Bush

T. C. Street

O. Macklem

D. Macklem

Cummings

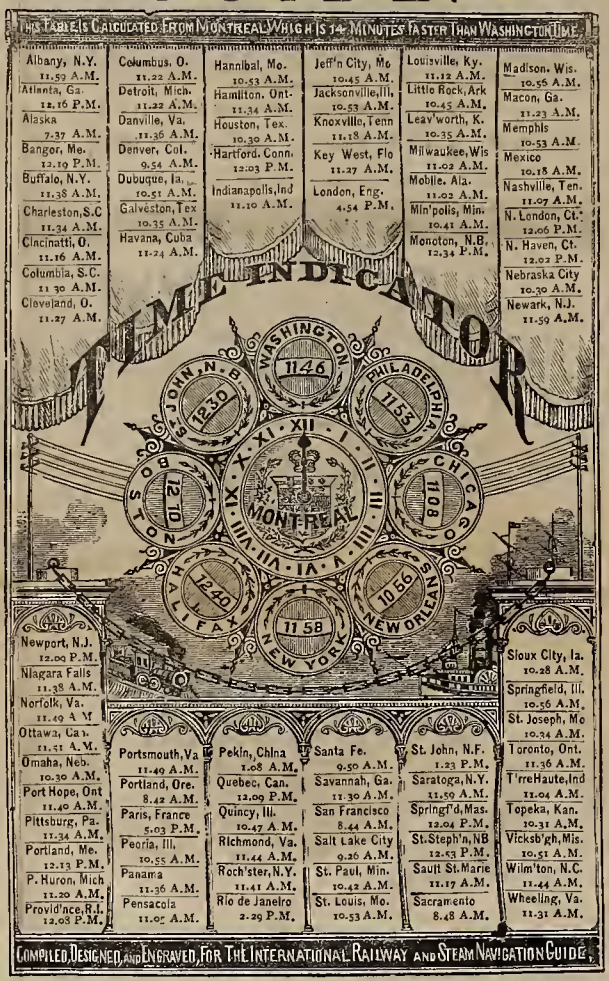
Kirkpatrick

REFERENCES

No 1. Cataract
. 2. International
. 3. Falls Hotel
. 4. Niagara House
. 5. Churches
. 6 Clarendon
. 7. Railroad Dep
. 8 Park Place
. 9 New York Central RR
. 10 Clifton House
. 11 Montcalm Hotel

THE

INTERNATIONAL RAILWAY AND STEAM NAVIGATION GUIDE.


This Table is Calculated From Montreal Which is 14 Minutes Faster Than Washington Time
Albany, N.Y. 11.59 A.M.
Atlanta, Ga. 12.16 P.M.
Alaska 7.37 A.M.
Bangor, Me. 12.19 P.M.
Buffalo, N.Y. 11.38 A.M.
Charleston, S.C 11.34 A.M.
Cincinatti, O. 11.16 A.M.
Columbia, S.C. 11 30 A.M.
Cleveland, O. 11.27 A.M.
Columbus, O. 11.22 A.M.
Detroit, Mich. 11.22 A.M.
Danville, Va. 11.36 A.M.
Denver, Col. 9.54 A.M.
Dubuque, Ia. 10.51 A.M.
Galveston, Tex 10.35 A.M.
Havana, Cuba 11.24 A.M.
Hannibal, Mo. 10.53 A.M.
Hamilton, Ont. 11.34 A.M.
Houston, Tex. 10.30 A.M.
Hartford, Conn. 12.03 P.M.
Indianapolis, Ind 11.10 A.M.
Jeff'n City, Mo 10.45 A.M.
Jacksonville, Ill. 10.53 A.M.
Knoxville, Tenn 11.18 A.M.
Key West, Flo 11.27 A.M.
London, Eng. 4.54 P.M.
Louisville, Ky. 11.12 A.M.
Little Rock, Ark 10.45 A.M.
Leav'worth, K. 10.35 A.M.
Milwaukee, Wis 11.02 A.M.
Mobile, Ala. 11.02 A.M.
Min'polis, Min. 10.41 A.M.
Monoton, N.B. 12.34 P.M.
Madison, Wis. 10.56 A.M.
Macon, Ga. 11.23 A.M.
Memphis 10.53 A.M.
Mexico 10.18 A.M.
Nashville, Ten. 11.07 A.M.
N. London, Ct. 12.06 P.M.
N. Haven, Ct. 12.02 P.M.
Nebraska City 10.30 A.M.
Newark, N.J. 11.59 A.M.
TIME INDICATOR
WASHINGTON 1146
ST. JOHN, N.B. 1230
PHILADELPHIA 1155
BOSTON 1212
CHICAGO 1108
MONTREAL
HALIFAX 1240
NEW YORK 1158
NEW ORLEANS 1056
Newport, N.J. 12.00 P.M.
Niagara Falls 11.38 A.M.
Norfolk, Va. 11.49 A.M.
Ottawa, Can. 11.51 A.M.
Omaha, Neb. 10.30 A.M.
Port Hope, Ont 11.40 A.M.
Pittsburg, Pa. 11.34 A.M.
Portland, Me. 12.13 P.M.
P. Huron, Mich 11.20 A.M.
Provid'nce, R.I. 12.08 P.M.
Portsmouth, Va 11.49 A.M.
Portland, Ore. 8.42 A.M.
Paris, France 5.03 P.M.
Peoria, Ill. 10.55 A.M.
Panama 11.36 A.M.
Pensacola 11.05 A.M.
Pekin, China 1.08 A.M.
Quebec, Can. 12.09 P.M.
Quincy, Ill. 10.47 A.M.
Richmond, Va. 11.44 A.M.
Roch'ster, N.Y. 11.41 A.M.
Rio de Janeiro 2.29 P.M.
Santa Fe. 9.50 A.M.
Savannah, Ga. 11.30 A.M.
San Francisco 8.44 A.M.
Salt Lake City 9.26 A.M.
St. Paul, Min. 10.42 A.M.
St. Louis, Mo. 10.53 A.M.
St. John, N.F. 1.23 P.M.
Saratoga, N.Y. 11.50 A.M.
Springf'd, Mas. 12.04 P.M.
St. Steph'n, NB 12.53 P.M.
Sault St. Marie 11.17 A.M.
Sacramento 8.48 A.M.
Sioux City, Ia. 10.28 A.M.
Springfield, Ill. 10.56 A.M.
St. Joseph, Mo 10.34 A.M.
Toronto, Ont. 11.36 A.M.
T'rreHaute, Ind 11.04 A.M.
Topeka, Kan. 10.31 A.M.
Vicksb'gh, Mis. 10.51 A.M.
Wilm'ton, N.C. 11.44 A.M.
Wheeling, Va. 11.31 A.M.
Compiled, Designed, and Engraved, For The International Railway and Steam Navigation Guide.

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The Principal Railroads in the United States,

Maps of the Principal Lines and Inland Steam Navigation Routes.

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Showing where to go, when to go, and how to go through the City and Suburbs.

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which the other lacks; but in both are features of transcendent beauty."

We shall now conduct our tourist to one spot on the Canadian side where perhaps of all others the finest view of the waterfalls can be seen. It is along the railway track that lies at the back of Mr. Zimmerman's house, where an open spot is reached, near a small reservoir immediately above the Falls. From this point of observation a scene is presented of such grandeur and magnificence that our language would almost seem too meagre to furnish the words necessary to adequately describe it. As we gaze we realize to some slight extent the tremendous power of the fall as well as its height. A celebrated English visitor to this spot expresses his admiration in the following terms: "I now caught my first sight of that wondrous vision which is worth a pilgrimage from England to see. I have since had an opportunity of making it a study, and my conviction is that if there is anything in the world which defies at once description and analysis, and which excites in the beholder, by turns, ideas of grandeur, beauty, terror, power, sublimity, it is expressed in that one word—Niagara. I have seen it in the most of its summer aspects. I have gazed upon the marvelous panorama from the rapids above, to the whirlpool below. I have looked up to it from the river, and down upon it from the Terrapin tower. I have bathed in its light, and been drenched with its spray. I have dreamed over it through the hot afternoon, and have heard it thunder in the watches of the night. On all the headlands, and on all the islands, I have stood entranced and wondering, while the mist has shrouded it, and while the sun has broken it into rainbows. I have seen it fleecy as the snowflake; deepening into the brightest emerald; dark and leaden as the angriest November sky,—but in all its moods there is instruction, solemnity, delight. Stable in its perpetual instability; changeless in its everlasting change; a thing to be

'pondered in the heart' like the revelation by the meek Virgin of old: with no pride in the brilliant hues that are woven in its eternal loom: with no haste in the majestic roll of its waters: with no weariness in its endless psalm—it remains through the eventful years an embodiment of unconscious power, a living inspiration of thought, and poetry, and worship,—a magnificent apocalypse of God."

DETROIT AND CHICAGO.

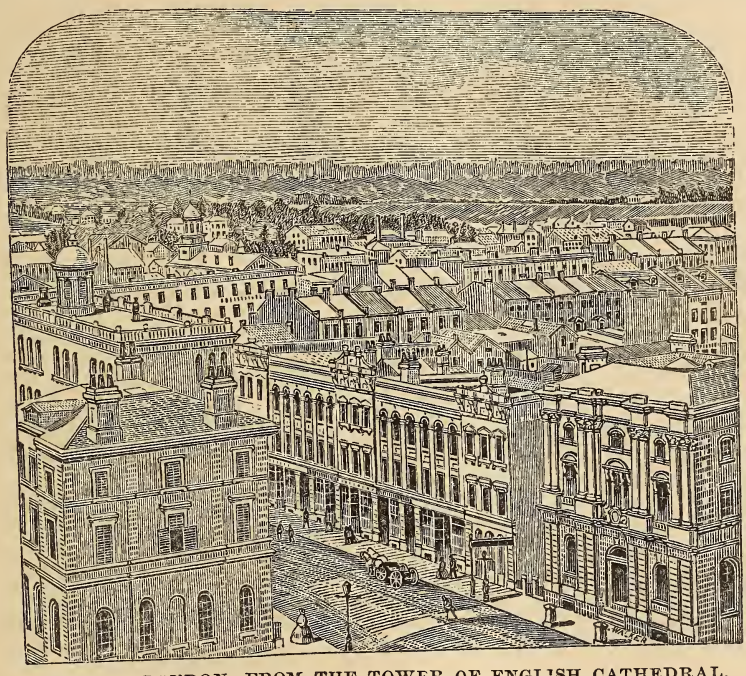
AS in all likelihood many of our tourists, who have never visited these large Western cities, may desire, whilst at Niagara, to take a run—even if only for a brief period—to the principal business localities in the Western States, we have thought it desirable, and as a matter of convenience to the travelling public, to refer in a very few words to one or two places in the Western States of America, which are not only worthy, and will amply compensate for any time spent in visiting them, but which really ought to be seen, and well seen, by all those who consider themselves travellers. It is needless to say that we refer to the fine cities of DETROIT, in the State of Michigan, and CHICAGO, in the State of Illinois. A few hours' ride over the Great Western Railway from Suspension Bridge, through a pleasant country, and we arrive at the beautiful

CITY OF LONDON.

London is situated in the centre of the finest agricultural region of Canada. It is the diverging centre of several lines of railway. It is favorably known by its White Sulphur Springs and its extensive manufactures. The streets and many of the public buildings are called by the same names as those of old London. The little stream which passes is dubbed the Thames, and Westminster and Blackfriars Bridges lead us across its narrow line. The public build-

ings are very fine, and its numerous churches are choice in architectural design.

A further ride of 110 miles will bring the tourist to the town



CITY OF LONDON, FROM THE TOWER OF ENGLISH CATHEDRAL.

of Windsor, in Canada, and a few minutes more occupied in crossing the river by the Steam Ferry will land him in the fine

CITY OF DETROIT.

DETROIT is one of the oldest cities in the country, having been founded as a French Missionary Station in 1670. The City, which is known as the "City of the Straits," extends along the Detroit River for about three miles, and is built up for about two and a half miles from the water. The streets are wide and beautifully shaded by trees. The churches are numerous, and in many instances very beautiful; the private residences are surrounded by spacious grounds, tastefully ornamented, and the stores and public

buildings are metropolitan in size and appearance. The principal buildings worthy a visit are the Custom House and Post Office on Griswold street. The Board of Trade Building, and the Michigan Central Freight Depot should by all means be seen. The latter, 1250 feet long and 102 wide, is an immense room without partitions or pillars. It is covered by a self-supporting iron roof. Detroit is always a pleasant place to visit. In summer, pleasure excursions are a daily occurrence, and the beautiful river affords ample opportunity for the members of the "Detroit River Navy," with its fleet of a couple of hundred yachts, to exercise before the gaze of assembled thousands on the shore, who assemble to witness the "Grand Reviews" each season. We would advise a visit to the pretty cemetery, and the outskirts of the city, which in all directions are very fine, and will well repay a drive, or a long "constitutional." As regards hotel accommodation, we can recommend the "Russell House" on Woodward Avenue, as a first-class hotel, containing all the modern improvements, with every comfort required by the most fastidious.

CHICAGO.

THE next, and other place which we wish the tourist to visit, is the "New York" of the West. Probably most of our pleasure seekers may have already visited the lion city, but to those who have not made the journey within the last few years, we would say by all means extend your absence from home, and postpone your journey eastward, for at least a few days, and go and see the march of progress being made by our Western friends. Take the Michigan Central Railway at Detroit, and after ten hours of as comfortable travelling as can be obtained on the Continent you will find yourself in Chicago.

The Michigan Central Road was opened to Kalamazoo, 143

miles from Detroit, February 1st, 1846. The Road was open to Michigan City, October 30, 1850, and to Chicago, May 21, 1852. The total length of the road is 284 miles. The depot in Chicago is at foot of Lake street.

It is truly wonderful the strides that have been made in Chicago of late years. It is not necessary to recount the particulars of how the city has grown in numbers and wealth within a very limited period; all who have even heard of the place are also acquainted, in a greater or less degree, with the marvelous manner in which Chicago has risen to its present status as the commercial emporium of the West. Chicago, however, must be seen to be appreciated properly, and one cannot visit the City without feeling that a current of commercial vitality courses through the veins of all its people. In the year 1871 one of the greatest conflagrations the world has ever known visited and devastated this noble city. Doubtless our readers are fully acquainted with the particulars of that sad event, but we would advise tourists to obtain a guide giving particulars of the great fire. We strongly recommend tourists to make this trip, and see for themselves what a wonderful place Chicago is: for, notwithstanding that great catastrophe, and the fact that seven years ago the city was almost laid in ashes, it has not only reached its proper proportions, but even eclipses what it originally was, in fine buildings and architectural beauty. Its business men are truly live people, and are not to be discouraged.

In returning to the East, if our tourist can spare the time, a most enjoyable and healthful trip may be made by taking the rail to Milwaukee, and there crossing Lake Michigan by one of the Detroit and Milwaukee Company's very fine steamers to Grand Haven, where they connect with the railway owned by that Company, running to Detroit. From our own experience we can truly say, that in fine weather this is a most lovely journey, besides varying the route. From Detroit

the Great Western Railway will convey the tourist back to Suspension Bridge (Niagara Falls).

Our stay at Niagara having drawn to a close, we must decide upon the route we shall take for Toronto. There are two means of getting there, one by water and the other by land. On a sunny, calm day, nothing can be more pleasant than the water excursion, by either of the fine steamers "City of Toronto," Rothesay or Chicora which daily ply across Lake Ontario, between Toronto and Lewiston. If this route is decided on the tourist will find the cars ready to take him to Lewiston. From Niagara to Lewiston the railway follows the course of the river, running along the high ridge overlooking the rapid stream, until we arrive at Lewiston Station. Omnibuses and cabs will be found in attendance to take passengers down to the steamer, which lies about half a mile off.

LEWISTON.

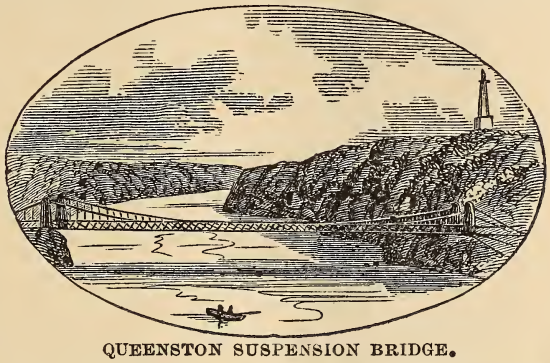
THIS village is situated at the head of navigation, on the Lower Niagara, and is a place of considerable importance. It lies three miles below the Devil's Hole, and seven miles below the Falls.

It is an exceedingly pleasant and very well built village, but its commercial prospects have been very much injured by the construction of the Erie and Welland Canals. It contains, besides a proportionate number of stores and hotels, churches of all the various denominations, and an academy of considerable size. In 1812, it was the head-quarters of General Van Rensselaer, of the New York Militia.

Once embarked, we pass along Niagara River for about seven miles, the current still running very rapidly, until it finds its way into Lake Ontario.

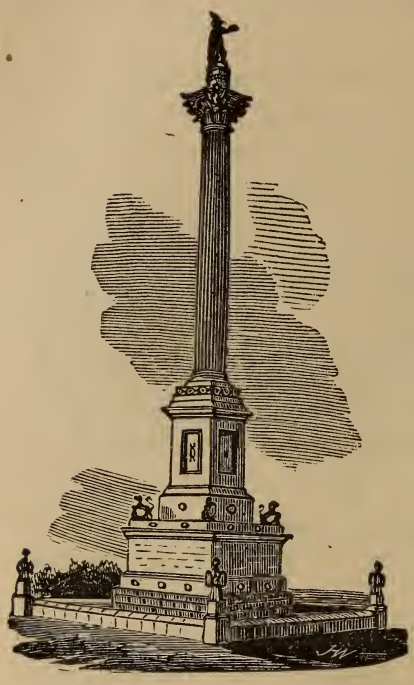
QUEENSTON.

THIS is a small village situated nearly opposite to Lewiston, and contains about 200 inhabitants. It was the Canadian termination of the bridge, and is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. The bridge here shown was unfortunately carried away by ice during the winter of 1864. The village is pleasantly situated, but it has suffered from the same causes that have retarded the growth of Lewiston. Near this point the river becomes more tranquil, the shores appear less broken and wild, and the change in the scenery affords a pleasing transition from the sublime to the beautiful. The Monument shown on page 74 stands on the Heights of Queenston, from whence the village derived its name. The present structure occupies the site of the former one, which was blown up by a miscreant named Lett, on the 17th April, 1840. The whole edifice is one hundred and eighty-five feet high. On the sub-base, which is forty feet square and thirty feet high, are placed four lions, facing north, south, east and west; the base of the pedestal is twenty-one and a-half feet square, and ten feet high; the pedestal itself is sixteen feet square, ten feet high, surmounted with a heavy cornice, ornamented with lions' heads and wreaths, in alto-relievo. In ascending from the top of the pedestal to the top of the base of the shaft, the form changes from square to round. The shaft is a fluted column of freestone, seventy-five feet high and



QUEENSTON SUSPENSION BRIDGE.

ten feet in diameter, whereon stands a Corinthian capital, ten feet high, on which is wrought, in relief, a statue of the Goddess of War. On this capital is the dome nine feet high, which is reached by 250 spiral steps from the base on the inside. On the top of the dome is placed a colossal statu e of General Brock.



BROCK'S MONUMENT.

The only stoppage made between Lewiston and Toronto is at the town of Niagara, 16 miles from the Falls. Passengers from the Clifton House can be brought by the cars down to this town without crossing to the American shore, and embark on board the " City of Toronto " here.

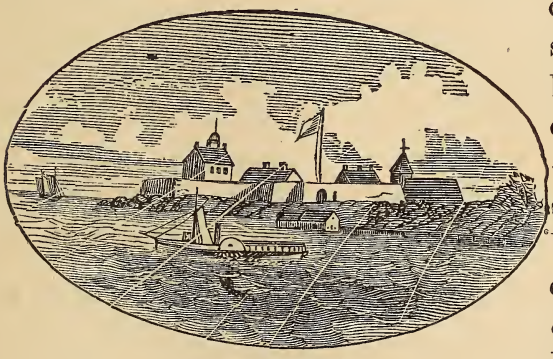
NIAGARA.

This is one of the oldest towns in Ontario, and was formerly the capital of the Province. It is situated where the old town of Newark stood, and is opposite to Youngstown. It faces the river on one side, and Lake Ontario on the other. The trade of this place has been largely diverted to St. Catharines, since the completion of the Welland Canal; and the other towns upon the Niagara River have suffered in common from the same cause. Its surroundings are full of varied and historical interest. The Queen's Royal Niagara Hotel, under the management of Mr. Winnett (of the firm of McGaw & Winnett of the Queen's Hotel, Toronto) is open for guests during the summer season.

Almost immediately after leaving Niagara village, we pass between the two Forts, Niagara and Massasauga, the former garrisoned by American troops and the latter, in bygone days, by the soldiers of Her Majesty Queen Victoria. These two forts are so close together, that it is said, on a calm night, the watch-words as given by the troops on changing guard could be heard distinctly from one side to the other, across the water.

FORT NIAGARA.

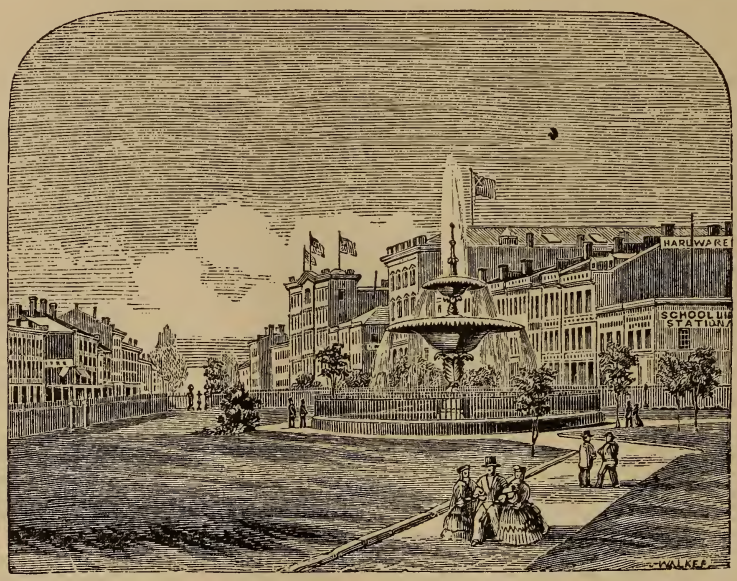
This fort stands at the mouth of the Niagara River on the American side. There are many interesting associations connected with this spot. During the earlier part of the past century, it was the scene of many severe conflicts between the Whites and the Indians, and subsequently between the English and the French. The names of the heroic La Salle, the courtly De Nouville, and the gallant Prideaux, will long retain a place in the history of this country. The village, adjacent to the Fort, is called Youngstown, in honor of its founder, the late John Young, Esq.



FORT NIAGARA.

Within the last few years important repairs have been made around the Fort, and the entire wall has been constructed anew. Here was fought the battle of the 24th July, 1759, in which Prideaux, the English General, fell, and after which the French garrison surrendered to Sir William Johnson, who succeeded to the command of the English.

From this point we strike out into the lake, and in the centre almost lose sight of the land behind, before we discern the city of Toronto, immediately in front of us. The view of Toronto from the water is very fine indeed, and its public buildings and wharves shew it to be a city of importance and prosperity. Before describing it, however, we shall return to Niagara, and conduct our tourists who prefer the overland route by the Great Western Railway. They also will find the cars waiting to receive them, and after a couple of hours ride will reach the prettily situated and thriving



CITY OF HAMILTON, SHOWING THE GORE ON KING STREET.

CITY OF HAMILTON.

This city was laid out and settled in 1813. It is built on a plateau of slightly elevated ground, winding around the foot of a hilly range, which extends from Niagara Falls,

and which here receives the name of "The Mountain." The streets are wide, and for the most part cross at right angles. King street, the principal thoroughfare, runs through the entire breadth of the city. Near the centre of this street is a large open space known as "The Gore," and a little north is Market Square on which stands the spacious public building used as civic offices and a market. The banks and many of the churches are handsome structures, and on the rising ground approaching the mountain, are many elegant residences. The city contains about 25 churches, several banks, a (Wesleyan) Female College, and a large number of manufactories.

The principal hotels are the Royal and the American. These large houses are not surpassed by any in the Province. Hamilton is the headquarters of the Great Western Railway of Canada, and here the general offices, engine shops and workshops are located. The population of the City is about 27,000.

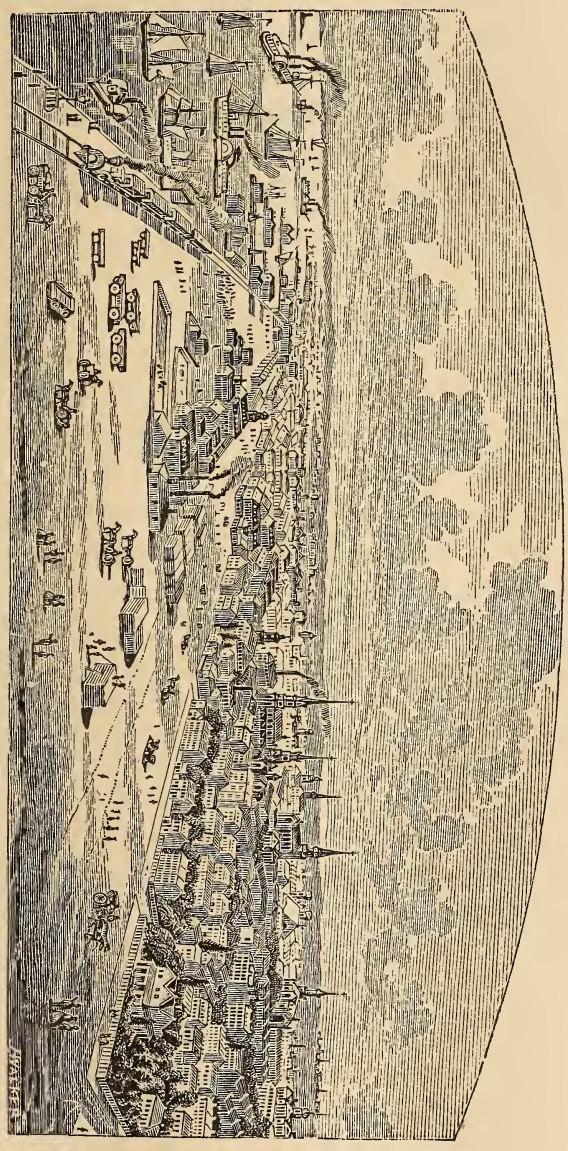
TORONTO.

Forty miles more journeying brings us to the City of Toronto, the Capital of the Province of Ontario and one of the most flourishing cities in the Dominion. It is situated on a beautiful bay separated from the lake by a peninsula known as Gibraltar point, which serves to form a safe and well-sheltered harbor.

The tourist will doubtless desire to remain in Toronto for a day or two, and visit the points of interest. We will therefore locate him where we can assure him of every comfort and attention. The "Queen's" Hotel is first class in all its appointments and is situated near the Bay on front street. The American Hotel, corner of Yonge and Front streets, also offers good inducements, and is largely patronized by commercial men. Between these we leave our tourists to choose

CITY OF TORONTO FROM THE LAKE.

for themselves, confidently stating that at either house they will be well cared for



CITY OF TORONTO,
FROM NEAR THE RIVER DON.

Toronto was formerly called York, but once more resumed its original Indian name in 1834. Its streets are broad and well laid out, and the city generally is built of a light-colored

brick, of a soft, pleasing tint. Its public buildings are very substantial, and many of them beautiful. It is the seat of Law and Provincial Government, and the headquarters of the Educational Department of the Province. The principal buildings are Osgoode Hall (named after the first Chief Justice of the Province), a fine structure, classic in its design; the Lieut.-Governor's mansion, a princely residence; the Normal School and Trinity College, both fine edifices. The University is one of the finest buildings in America, and reckoned second to none on this side of the Atlantic, as a seat of learning. The style of architecture is Norman, with such slight deviations as the climate demands. It is beautifully situated in Queen's Park, a noble public park whose avenues are ornamented with stately trees, and embellished by a monument of Her Majesty Queen Victoria, and that erected in honor of the Toronto Volunteers, who fell during the first Fenian Raid in 1866. The Lunatic Asylum, Custom House, Merchants Exchange, Government School of Technology, and New Post Office, are all worthy the notice of the tourist. There are over 50 churches, and about 15 banks, and many of these edifices are strikingly beautiful. The manufacturing interests are very great, and almost every branch of industry is here carried on in its perfection. Its fine harbor affords great facilities for extensive traffic, and lines of steamers run daily to all ports East and West. Five lines of railway also connect the city with all places of importance.

Having viewed Toronto, we arrange for the continuation of our tour eastward, which may be done either by boat or rail. If we choose the former we avail ourselves of the superior accommodation afforded by the boats of the Richelieu and Ontario Navigation Co., (Royal Mail) which leave the wharf daily for Montreal. Travellers can go on board, obtain their staterooms, and make the passage of the Lake; but "as variety is charming," our tourists can, if they prefer it, go as far as

Kingston by the Grand Trunk Railway, on one of the Pullman palace cars, which are now attached to both day and night trains upon this railway, and there take the steamer. This is one of the advantages of taking a joint ticket at Niagara Falls, which enables the holder to travel by either rail or boat, and in this way the option of conveyance is with the passenger, giving him the opportunity of consulting his own convenience or inclination, after arrival at Toronto. Tourists arriving from Niagara Falls can have a few hours in Toronto, take the evening train, and reach Kingston in time to connect with the steamer which left Toronto the same day. For a short distance, the train runs along the banks of the Lake, which is then lost sight of altogether. After leaving Toronto, the first place of any importance we come to is

PORT HOPE,

which is situated sixty-three miles from Toronto. A small stream, that here falls into the Lake, has formed a valley, in which, and on the rising hills beyond, the town is located. The harbor formed at the mouth of this stream is one of the best on the Lake. Port Hope is a very pretty town. On the western side, the hills rise gradually one above another, the highest summit, called " Fort Orton," affording a fine prospect, and overlooking the country for a great distance around. The town is incorporated, and contains over 6000 inhabitants.

COBOURG

lies 6 miles below Port Hope. It is a town of 5,000 inhabitants, and is situated in the centre of an exceedingly fertile section of the country. Its harbor is safe and commodious, and a large quantity of grain, iron ore, etc., is annually exported. It is very prettily laid out, and its streets are adorned

with numerous elegant residences and public buildings, including the Town Hall and Victoria College (Wesleyan). The train stops about a quarter of an hour, to give travellers the opportunity of partaking of the very acceptable meal that is ready for them in the Refreshment Room at the Station.

The tourist or business man will receive at the Arlington House every comfort and attention. From Cobourg a branch line runs up into the back-country to Peterborough. Having satisfied the wants of the "inner man" we resume our seats and pass onward to

BELLEVILLE,

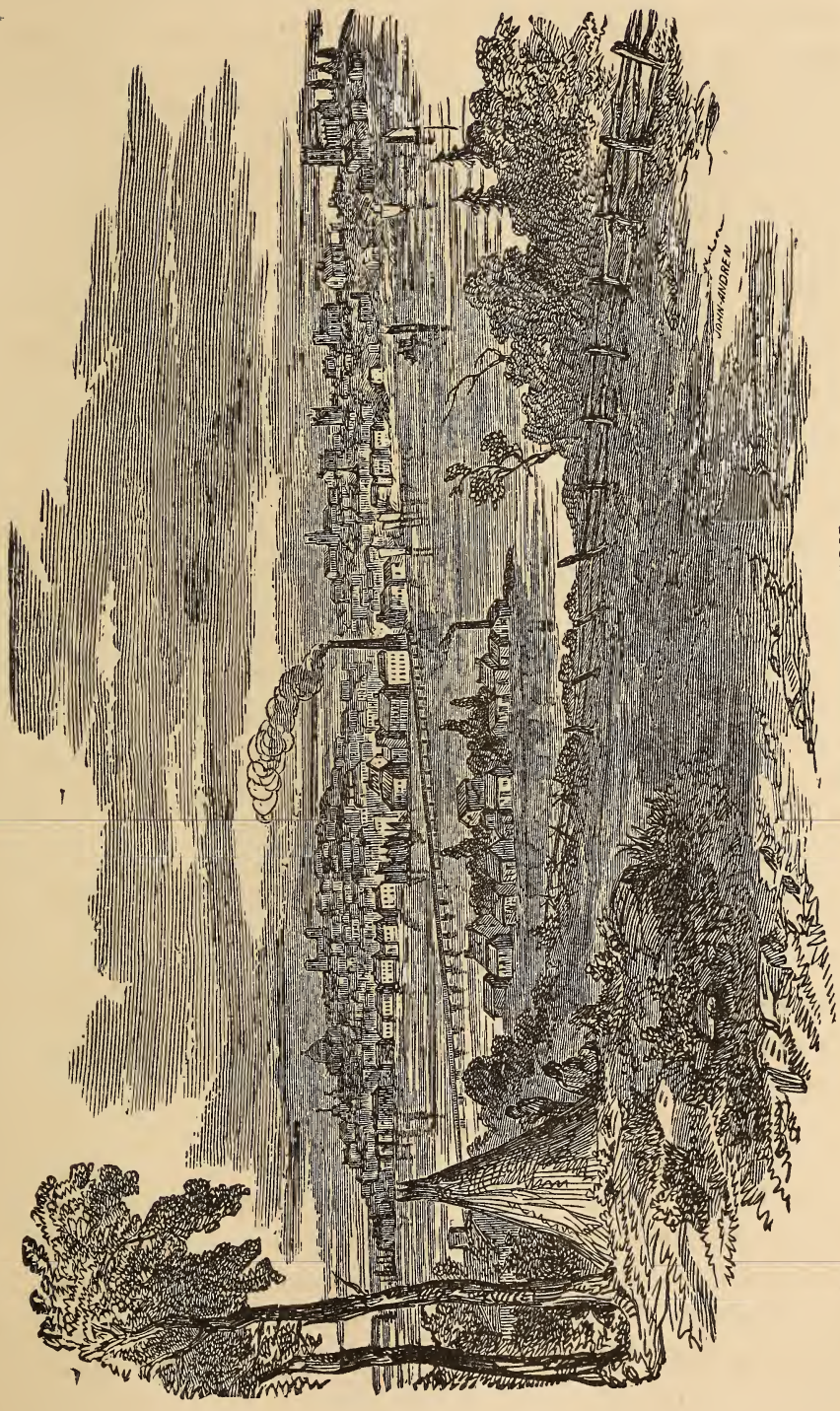
a town of considerable importance situated on the Bay of Quinté, 44 miles from Cobourg. This town has rapidly grown during the past few years, and has now a population of over 7,000. It is well built, lit with gas, and possesses a fine harbor with an almost unlimited water power. It is the capital of the county of Hastings, and contains, beside the county buildings, many very handsome stores and churches, with a college, a convent, and very extensive factories and saw mills.

KINGSTON,

which after Quebec and Halifax is the strongest fort in the Dominion. A settlement was begun here by the French under Governor De Courcelles in 1672, and was known as Fort Cataraqui. Subsequently a massive stone fort was erected by Count de Frontenac and received his name.

This Fort was alternately in the possession of the French and the Indians, until it was destroyed by the expedition under Col. Bradstreet, in 1758. In 1762, the place fell into the hands of the English, from whom it received its present name.

Kingston is 172 miles from Montreal, and at this point we



CITY OF KINGSTON.

purpose leaving the train and continue our journey by water. In order to reach the boat, the omnibuses in waiting at the station will convey us to the city, which is distant about one mile.

We shall locate our party in the comfortable hotel, "The British American and Harwood House," and leave them to the hospitable care of its proprietor, W. Davis, while we return to Toronto, and accompany such as decide upon

STREET VIEW IN KINGSTON

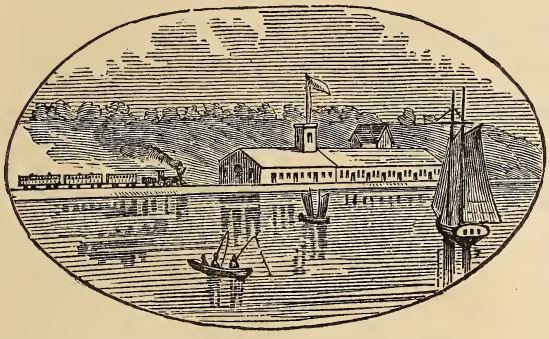
descending to this point by steamer, and shall point out to them some places of interest on the American side of Lake Ontario.

CHARLOTTESVILLE,

situated at the mouth of the Genesee Rirer, is the port of entry for Rochester. It is seventy-five miles from the mouth of the Niagara, The Genesee is navigable by steamers to Carthage, five miles from its mouth. At Carthage, passengers can take omnibuses to Rochester, two miles distant.

OSWEGO

is the next port after passing Charlottesville. It is a beautiful and flourishing town, and contains a population of about 15,000. It is the commercial centre of a fertile and wealthy part of the country, and is the terminus of a railroad and a canal, connecting it with Syracuse and the New York Central Railway. The history of this place is associated with many hard fought battles during the time of the Indian and French wars.



CAPE VINCENT RAILROAD DEPOT.

It was first settled by the French, who built a fort here shortly after the founding of Quebec in 1608. Since that time it has always been a military post.

SACKETT'S HARBOR.

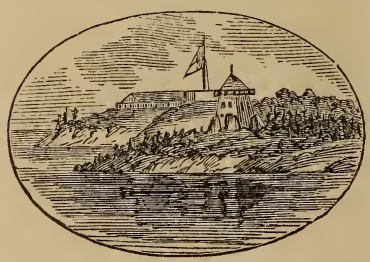
This place is situated about forty-five miles from Oswego, and twenty miles from the St. Lawrence. It lies upon the north-eastern shore of Lake Ontario, and derives its name from Mr. Sackett, of Jamaica, L.I., who purchased and took possession of it in 1799. It is admirably fitted, from its position, for a naval station, and is now the seat of a military post, called " Madison Barracks."

We now pass over to Kingston, and, rejoining our party, commence the beautiful trip down the noble River St. Lawrence.

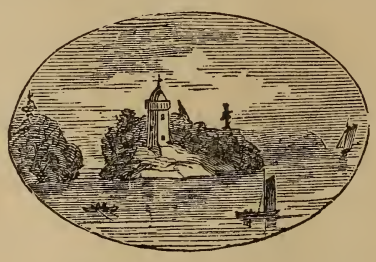
The steamer which leaves Toronto in the afternoon is due early next morning, thereby enabling the tourist to view all the scenery down to Montreal by day-light. Leaving Kingston, we find ourselves entering amidst that wonderful and beautiful collection of isles known as

THE THOUSAND ISLANDS.

These islands commence near Kingston, and extend downward to Brockville, a distance of over 50 miles. They form the most numerous collection of river islands in the world, and consist of about 1800 woody and rocky islets of every imaginable shape, size and appearance, some being mere dots of rock a few yards in extent, others covering acres, thickly wooded, and presenting the most charming appearance of rich foliage conceivable. At times our vessel passes so close to these islands, that a pebble might be cast on their shores; while looking ahead, it appears as though further progress was effectually barred, when rounding the points amid winding passages and bays, the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake; this is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if in a kaleidoscope, and a hundred little



FORT HENRY—MARTELLO TOWER, CEDAR ISLAND.



LIGHTHOUSE ON ONE OF THE THOUSAND ISLANDS.

isles appear in its place. Such is the charming scenery presented on this beautiful route. It is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found; and angling is rather fatiguing than otherwise, from the great quantity and size of the fish. On one of these islands Mr. George M. Pullman, of palace car fame, has

erected a handsome summer villa, and among his guests at this fairy resort has been Gen. Grant and many other celebrities.

These islands, too, have been the scene of most exciting romance. From their great number, and the labyrinth-like channels among them, they afforded an admirable retreat for the insurgents in the Canadian insurrection of 1837, and for the American sympathizers with them, who, under the questionable name of "patriots," sought to overthrow the British government in Canada. Among these was one man, who, from his daring and ability, became an object of anxious pursuit to the Canadian authorities. Here he found a safe asylum, and through the devotedness and courage of his daughter, whose skilful management of her canoe was such, that with hosts of pursuers she still baffled their efforts at capture, while she supplied him with provisions in these solitary retreats, rowing him

VIEWS AMONG THE THOUSAND ISLANDS.

from one place of concealment to another, under the shadow of night. But, in truth, all the islands which are so numerously studded through the whole chain of the magnificent Lakes, abound with materials for romance and poetry, and many are the traditions of the Indians. For instance on the Manitoulin Islands, the Indians believe that the "Manitou," that is the *Great Spirit*, (and hence the name of the islands,)

has forbidden his children to seek for gold; and they tell you that a certain point where it is reported to exist in large quantities has never been visited by the disobedient Indian without his canoe being overwhelmed in a tempest.

Opposite the Thousand Islands, and on the American shore, stands the village of

CLAYTON,

a place of considerable importance as a lumbering port. Square timber and staves are here made up into large rafts and floated down the St. Lawrence to Montreal and Quebec. These rafts are often very large, and, as they require a great number of men to navigate them, the huts erected for their shelter give them, as they pass down the river, the appearance of small villages. Many of the steamers and other craft that navigate Lake Ontario are built here.

ALEXANDRIA BAY

is the next port after leaving Clayton. It is built upon a massive pile of rocks, and its situation is romantic and highly picturesque. It is a place of resort of sportsmen. Some two or three miles below the village is a position from whence one hundred islands can be seen at one view.

We have now passed through the " Lake of a Thousand Islands," and leaving behind us the last of the great chain of lakes, we enter the River St. Lawrence, and speedily find ourselves at the thriving town of

BROCKVILLE,

125 miles from Montreal. It is on the Canadian side of the river, and is built on an elevation which rises from the shore in a succession of graceful ridges, being one of the prettiest

towns in Canada. It received its name in honor of the hero, General Brock, who fell at Queenston in 1812. It was laid out about 1802, and has grown rapidly since that date. It contains a number of public buildings, and is largely interested in manufactures. The population is about 7000. Those who wish to stay here a few days, for fishing or shooting, will find themselves very comfortable at the "Revere House," S. N. McCarney, proprietor.

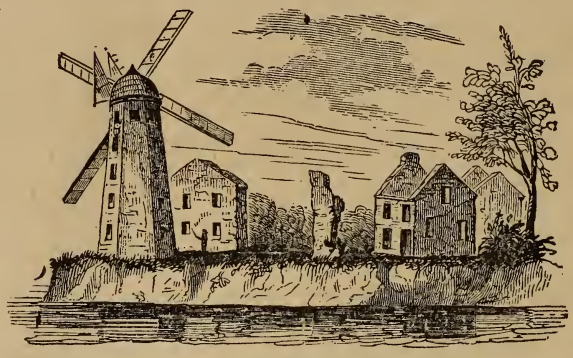
OGDENSBURG

is situated on the American side of the river. In the year 1748, the Abbé François Piquet, who was afterwards styled the "Apostle of the Iroquois," was sent to establish a mission at this place, as many of the Indians of that tribe had manifested a desire of embracing Christianity. A settlement was begun in connection with this mission, and a fort, called "La Presentation," was built at the mouth of the Oswegatchie, on the west side. The remains of the walls of this Fort are still to be seen. In October, 1749, it was attacked by a band of Mohawk Indians, who, although bravely repulsed, succeeded iu destroying the palisades of the fort, and two of the vessels belonging to the colony. The Abbé Piquet retired from the settlement soon after the conquest of Canada, returning to France, where he died in 1781. Ogdensburg has increased rapidly within the past few years, and has now a population of over 8,000.

The Ogdensburg and Lake Champlain Railroad which runs to lake Champlain, a distance of one hundred and eighteen miles, and which connects at Rouses Point with the railroad to Boston and Montreal, has its terminus here. The Northern Transportation Company's Steamers connect here with the Vermont Central Railway.

PRESCOTT

is situated on the Canada side of the St. Lawrence, opposite Ogdensburg, and contains 3000 inhabitants. About a mile below the town of Prescott, at a place called "Windmill Point," are the ruins of an old stone windmill where, in 1837, the "Patriots," under Von-Schultz, a Polish exile, established themselves, but from which they were driven with severe loss. About five miles below Prescott is Chimney Island, on which the remains of an old French fortification are to be seen. The first rapid of the St. Lawrence is at this island.



WINDMILL POINT.

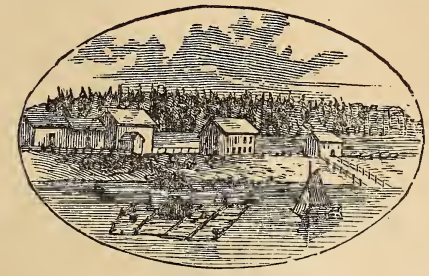
At Prescott, those intending to visit Ottawa will leave the boat. Ottawa, the Capital of the Dominion, is fifty-four miles distant from Prescott, and the journey to it is performed by railway in three hours. We can confidently recommend this detour, on account of the claims of Ottawa itself, of which more anon.

Tourists wishing to make this trip can obtain return tickets at moderate fares, and join the steamer again at Prescott the following morning, and descend the rapids to Montreal, which is by far the most exciting portion of the whole journey.

The Daniels' Hotel at Prescott is a very well kept and comfortable house.

Continuing our journey down the river, the next town on the American side is Waddington; and in the river over against it, is Ogden Island. On the Canada side is Morris-

burg, which contains about twelve hundred inhabitants. A short distance below Morrisburg, on the Canada side, is Chrysler's Farm, where, in 1813, a battle was fought between the



CHRYSLER'S FARM.

English and the Americans. Thirty miles below Ogdensburg is Louisville, from whence stages run to Massena Springs, a place of popular resort and of beautiful surrounding, distant about 7 miles.

LONG SAULT.

The increasing swiftness of the current of the river soon reveals to us the fact that we are about to enter the first of those remarkable and celebrated Rapids of the St. Lawrence. "Shooting the rapids" (as this portion of the voyage, is termed) is a most exciting scene, but no one need fear the undertaking, as fatal accidents have been comparatively unknown. The rapid we now enter is known as the "Long Sault," so called from its extent, it being a continuous rapid of nine miles, divided in the centre by an island. The usual passage for steamers is on the south side. The channel on the north side was formerly considered unsafe and dangerous; but examinations have been made, and it is now descended with safety. The passage in the southern channel is very narrow, and such is the velocity of the current that a raft, it is said, will drift the nine miles in forty minutes.

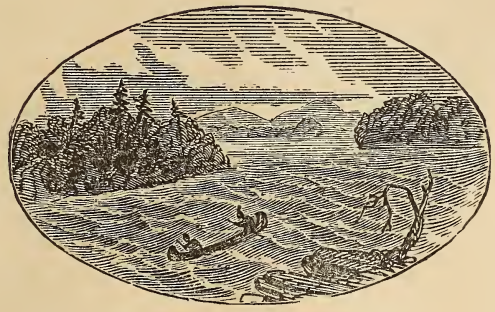
The first passage made by a steamer down these rapids was about 1840, and then under the guidance of a celebrated Indian, named Teronhiahéré.

The rapids of the "Long Sault" rush along at the rate of something like twenty miles an hour. When the vessel enters within their influence, the steam is shut off, and she is

BAPTISTE, AN INDIAN PILOT, STEERING A STEAMER DOWN THE RAPIDS OF THE ST. LAWRENCE.

carried onwards by the force of the stream alone. The surging waters present all the angry appearance of the ocean in a storm; the noble boat strains and labors; but unlike

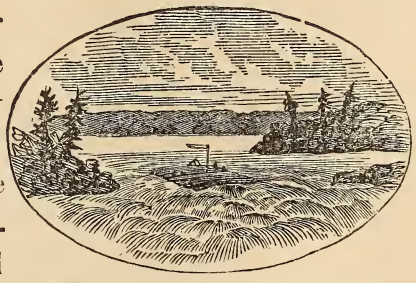
the ordinary pitching and tossing at sea, this going down hill by water produces a highly novel sensation, and is, in fact, a service of some danger, the imminence of which is enhanced to the imagination by the tremendous roar of the headlong, boiling current. Great nerve force and



VIEW IN THE LONG SAULT.

precision are here required in piloting, so as to keep the vessel's head straight with the course of the rapid; for if she diverged in the least, presenting her side to the current, or "broached to," as the nautical phrase is, she would be instantly capsized and submerged. Hence the necessity for enormous power over her rudder.

While descending the rapid a tiller is attached to the rudder itself, so that the tiller can be manned as well as the wheel. Some idea may be entertained of the force necessary to keep the vessel steady, while descending a rapid, when it requires four men at the wheel



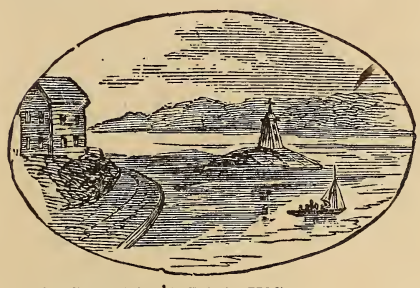
RAFT DESCENDING THE RAPIDS.

and two at the tiller to ensure safe steering.

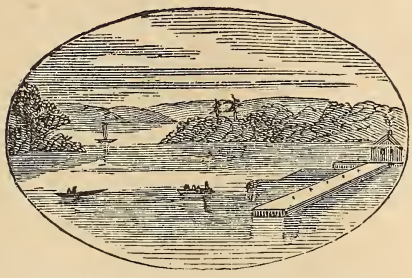
At the head of the rapids is a village of some 300 inhabitants and known as Dickinson's Landing. Cornwall, a

STEAMERS DESCENDING LOST CHANNEL, LONG SAULT RAPIDS.

pleasant town, is below the rapids at the entrance to the Canal of the same name.



DICKINSON'S LANDING.



ENTRANCE TO CORNWALL CANAL.

After passing this place, the course of the St. Lawrence is entirely within Her Majesty's dominions.

ST. REGIS,

an old Indian village, lies six miles below Cornwall, on the opposite side of the river. It contains a Catholic church which was built about the year 1700.

LAKE ST. FRANCIS

is the name of an expansion of the St. Lawrence which begins near Cornwall and St. Regis, and extending to Coteau du Lac, a distance of forty miles. The surface of this lake is interspersed with a great number of small islands. The village of Lancaster is situated on the northern side, about midway, of this Lake.

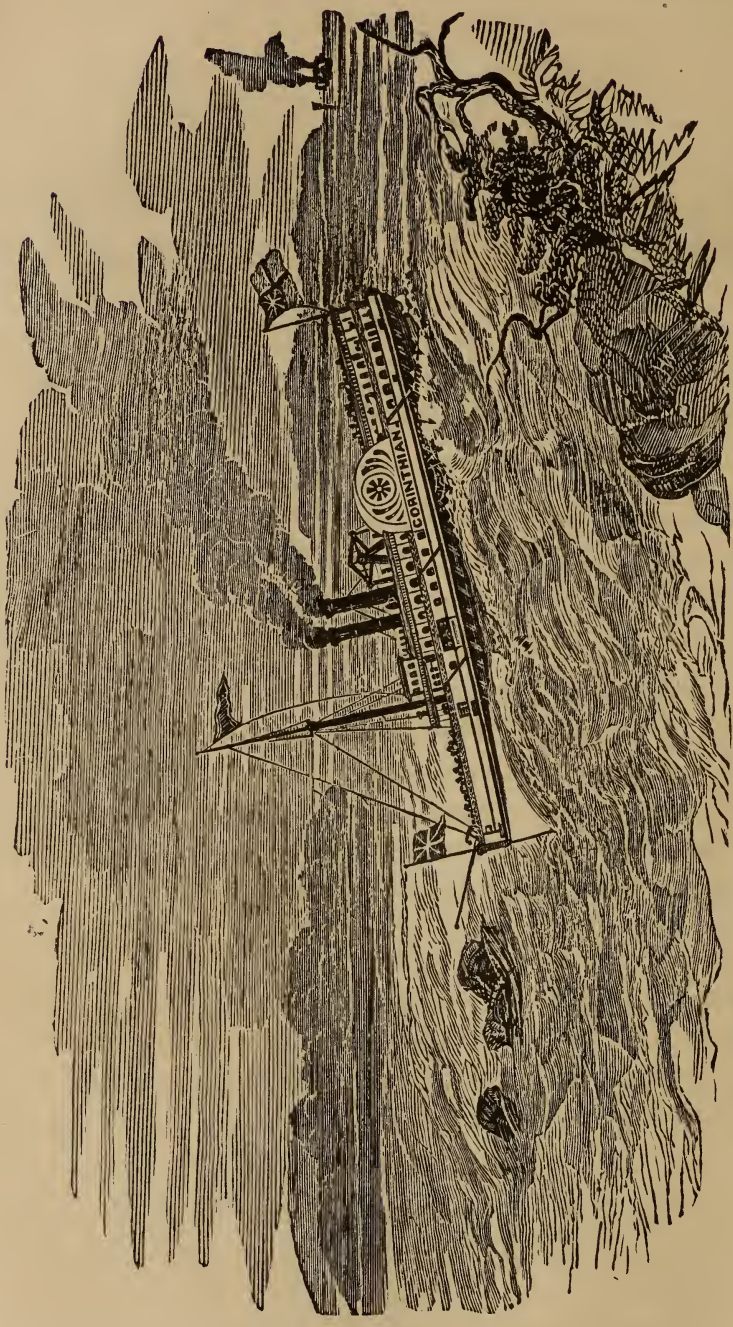
COTEAU DU LAC

is a small village situated at the foot of Lake St. Francis. The name, as well as the style of the buildings, denotes its French origin. It is also known as St. Ignace. Just below the village are the Coteau Rapids.

CEDARS.

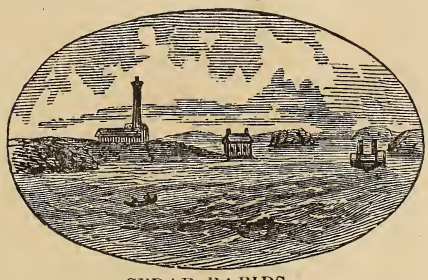
This village presents the same marks of French origin as Coteau du Lac. The village is situated nearly opposite the Coteau Rapids.

In the expedition of Gen. Amherst (1759) a detachment



STEAMER DESCENDING ONE OF THE RAPIDS OF THE ST. LAWRENCE.

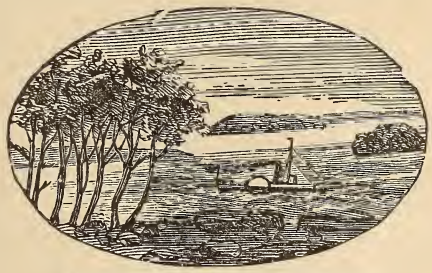
of three hundred men, that were sent to attack Montreal, were lost in the rapids near this place. The passage through these rapids is very exciting. There is a peculiar motion of the vessel, which in descending seems like settling down, as she glides from one ledge, to another, In passing the rapids of the Split Rock, a person unacquainted with their navigation will almost involuntarily hold his breath until this ledge of rocks, which is distinctly seen from the deck of the steamer, is passed. At one time the vessel seems to be running directly upon it, and you feel certain that she will strike; but a skillful hand is at the helm, and in an instant more it is passed in safety.



CEDAR RAPIDS.

BEAUHARNOIS

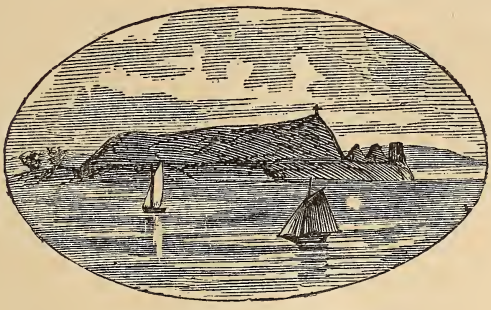
is a small village at the foot of the Cascades, on the right bank of the River. Here vessels enter the Beauharnois canal and pass around the rapids of the Cascades, Cedars, and Coteau, into Lake St. Louis, a distance of fourteen miles. On the north bank, a branch of the Ottawa enters into the St. Lawrence. The river again widens into a lake called the St. Louis. From this place a view is had of Montreal Mountain, nearly thirty miles distant. In this lake is an Island, beautifully cultivated, and belonging to the Grey Nunnery at Montreal. There are many islands in the vicinity of Montreal belonging to the different nunneries, and from which they derive large revenues.



CASCADES FROM ENTRANCE TO BEAUHARNOIS CANAL.

LACHINE.

This village is nine miles from Montreal, with which it is connected by railroad. It derived its name from the first



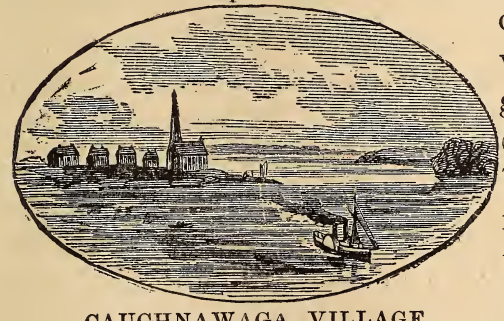
ISLAND ON LAKE ST. LOUIS.

settlers, who, when they reached this point thought they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village. The current is here so swift and wild that to avoid it a canal has been cut around the rapids. This canal is a stupendous work, and reflects much credit upon the energy and enterprise of the people of Montreal.

Opposite to Lachine is the Indian village of

CAUGHNAWAGA,

lying on the south bank of the river near the entrance of the Lachine Rapids. It is said that the Indians who had been converted by the Jesuits were called "Caughnawagas," or "praying Indians." Hence its name. This was probably a misnomer, for they were distinguished for their predatory incursions upon their neighbors in the New England provinces.



CAUGHNAWAGA VILLAGE.

The Lachine Rapids, which we now enter, are considered the most dangerous of the series. They are, however, much shorter. Immediately after passing through the rapids, we pass the ancient village of Laprairie, on the south shore of the river. This place is interesting from the fac that the first railway in British North America was constructed from here to St. Johns in 1836. It was first run by horses, then by steam, but was discontinued on the construction of the road known as the Champlain and St. Lawrence Railway, now a portion of the Grand Trunk. A ferry runs from the village to Montreal three times daily. Immediately after passing under Victoria Bridge, we pass the long wharf, used as a railway wharf by the Grand Trunk R.R., prior to the erection of the Bridge. We are now directly opposite the city of Montreal, the Commercial Metropolis and most important place in the Dominion, and destined to rival the population and the prosperity of some of the overgrown cities of the Old World.

Before landing her passengers, the steamer runs alongside the Richelieu and Ontario Navigation Company's boat, and as a matter of convenience transfers those passengers who intend going through to Quebec, without remaining over in Montreal.

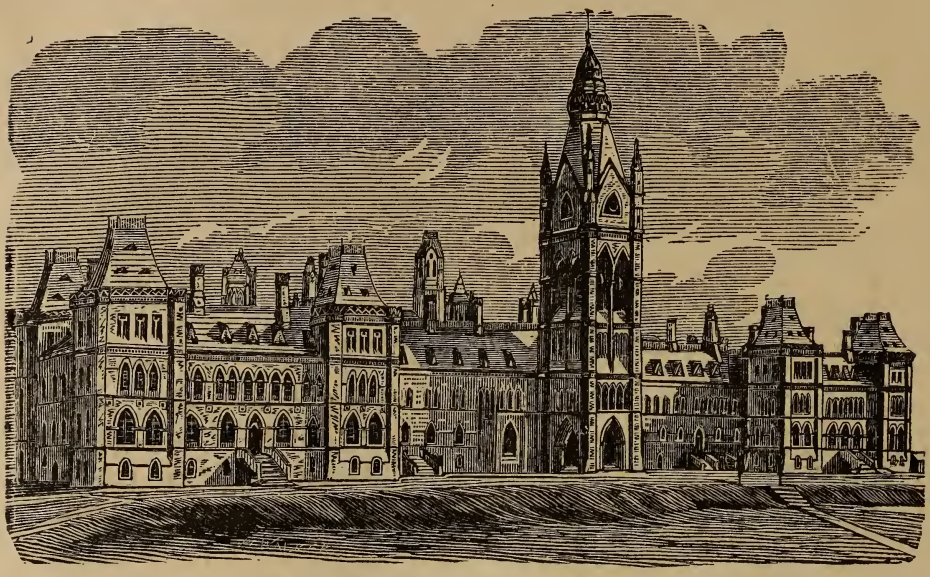
Having described the excitement of shooting the several Rapids, we would inform our tourist that in order to overcome those natural barriers to the water communication between Montreal and the Great West, a series of magnificent canals have been constructed by the Government. These canals are of ample dimensions to allow the largest steamers to ascend.

Returning to Prescott, we shall proceed with such of our party as desire to visit the Capital of the Dominion, and from thence descend the beautiful Ottawa River. Taking our places in the comfortable cars of the St. Lawrence and Ottawa Railway Company we speedily reach

OTTAWA.

Here we shall be landed at a very unpretentious station, and will naturally direct our steps towards the Russell House, or the Windsor House, S. Daniels, proprietor. Ottawa (or Bytown as it was formerly called) was selected by Her Majesty as the new Capital of the Dominion, the chief seat of Government having for many previous years been settled at the cities of Montreal, Quebec and Toronto, in turns, for a certain number of years in each. This system was found to work badly, and the jealousy stirred up against the one that happened at the time to be favored, made it necessary to choose some permanent place, and Ottawa was selected as being most desirable. The Government buildings have consequently been erected here, and very much credit is due not only to the architect, who had designed these most beautiful buildings, but to the public spirit of the Legislature, who have found the means for bringing the works to a successful termination. The Parliament Buildingi, with the Departmental offices, occupy three sides of a square, on a bluff of ground called Barrack Hill, overlooking the river. They contain two LegislativeHalls, one for the Senate, the other for the House of Commons, both being the same size as those provided in the English Houses of Parliament for the Lords and Commons, like and their originals, very handsomely decorated and conveniently furnished. The grounds in front of the building are being handsomely laid out. A large Library is also provided, which at present contains over 75,000 volumes. The buildings are designed in the Italian Gothic style, and constructed of stone found in the neighborhood. When it is stated that the cost was $3,000,000, and the position almost unique, the tourist ought not to lose the opportunity of going there, as they alone are quite worth the delay which must necessarily be devoted to the sight. The rest of the

city, which is of course much increasing, and the whole of it nearly new, is very handsomely and substantially built.



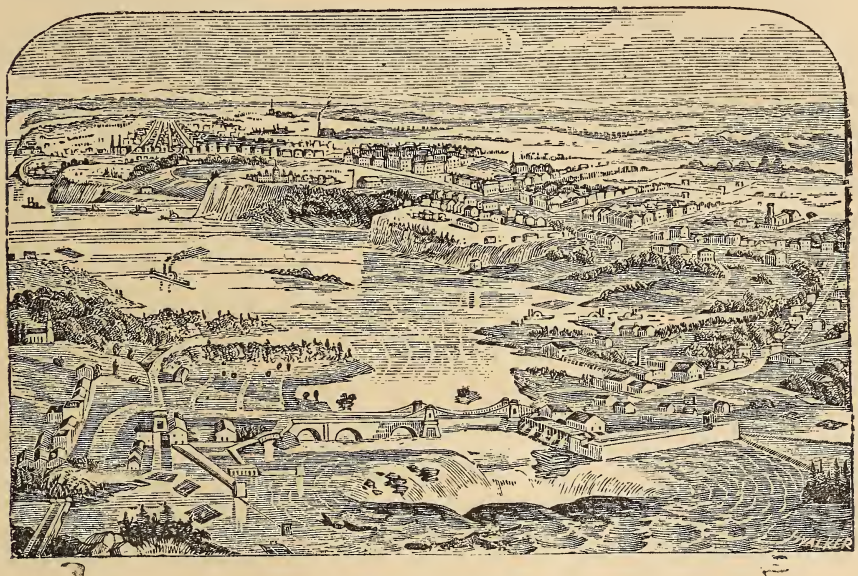
PARLIAMENT BUILDINGS, OTTAWA.

Sparks street, the scene of the assassination of the late Hon. T. D'Arcy McGee, is close to the Parliamentary buildings and the Russell House.

The Rideau Canal, (which connects the Ottawa River with the St. Lawrence), divides the city near the Parliament Buildings. This canal is excavated at the base of a ravine, over 150 feet below the roadway. The upper and lower portions of the city are connected by two bridges, one known as the Sappers' bridge, the other, just completed, being a magnificent iron bridge erected by the Corporation, and which leads to the broad avenue on which the Parliament Buildings stand. The Rideau Canal here falls into the Ottawa, after passing a series of eight massive stone locks.

The other chief attractions in the neighborhood of Ottawa aret he Chaudière Falls, considered by very many to rank next in importance, beauty and grandeur to Niagara. They are immediately above the city, at its western extremity. The

width of the greater fall being two hundred feet, while its depth is forty,—the boiling, seething, foaming character of the water giving name to the place. On the northern side is the smaller, or Little Chaudière, and here the waters, after their leap, seem to go into some subterranean passage, by



CITY OF OTTAWA.

which they are carried off until they appear again at a place called "The Kettles," half a mile lower down. Of course, the existence of such passage is a mere matter of conjecture which we will leave to the study of geologists, and others interested, to determine. These falls are crossed by a fine suspension bridge, which leads to the thriving City of Hull on the opposite shore. Before leaving Ottawa, we ought to pay a visit to one of the Timber Slides, which are tolerably frequent in the upper river. One is erected on the northern bank, and we will here tarry for a moment whilst we watch the fate of one of those huge rafts of hewn wood, down its headlong rush. These water-shoots are erected for the purpose of getting the fallen trees from the higher level down to the river, at the smallest possible cost,

and, wherever water can be obtained in sufficient quantity, this has been done. Where the descent is very steep, these "shoots" are broken up at stated intervals into long straight runs, in order to destroy the impetus which the rafts would naturally acquire. The descent on one of the rafts down the timber slide is a thing only to be attempted by those who possess bold and steady nerves. To say that there is much danger in such an excursion would be to exaggerate the risk, whilst to say that there is none would be as far from the truth. An application to the "boss" of a gang of raftsmen would, without difficulty, obtain the privilege of a ride down. The population of Ottawa is about 30,000.

THE OTTAWA RIVER TO MONTREAL.

Tourists desiring to go by this route can leave by steamboat, which starts daily, Sundays excepted, at 7.00 a.m. At this hour, and no later, the very handsome new steamer of the Ottawa River Navigation Company starts from her wharf, between the picturesque and thickly-wooded banks of the Ottawa River. Soon after leaving we obtain a fine view of the Rideau Falls, which make their descent on the south side into the river. The drapery or curtain-like drop has given it its name, and gracefully and gently as it falls over, it resembles more a sheet of thin glass than a waterfall. About a mile and a half below Ottawa, the river Gatineau, one of the longest and most important tributaries of the Ottawa, flows into the river. Shortly after leaving Ottawa breakfast is announced in the handsome saloon of the boat, and 18 miles off our starting point, we stop at Buckingham. Thurso, a flourishing little village, doing a large and satisfactory trade in lumber, is our next stopping point, and after two hours more steaming through a really lovely country, and with two more stoppages at villages, called Brown's and Major's, we reach l'Orignal.

CALEDONIA SPRINGS.

The Caledonia Springs are situated nine miles away from this place. The medicinal and healing qualities of the Springs, of which there are four in number, are very well established, and during the summer months, people flock here in large numbers to partake of the waters, and to enjoy one another's society.

The constituent parts of the waters are Chloride of Sodium, Potassium, Calcium and Magnesia; Bromide of Sodium and Magnesium; Carbonate of Lime, Soda, Magnesia, Iron and Manganese; Iodide of Sodium and Magnesium; Sulphate of Soda and Potash; Alumina, Silica and Carbonic Acid. According to properties of these, so is the Spring called. The names adopted are the Intermitting, Gas, Saline, and White Sulphur Springs.

After seven miles more steaming we come to Grenville, where we have to disembark, and take a twelve miles railway ride to Carillon, thus avoiding rapids which commence here, and continue for the distance named. As they are not navigable for steamers, it would take up too much time for the boats to go through the Locks of the Canal. Opposite Grenville, and at the commencement of the first (Long Sault) rapids, stands Hawkesbury, where some very large saw mills, belonging to the Hon. John Hamilton, have been erected. It is computed that at these mills alone, 30,000,000 feet of timber are annually sawn. At Carillon, we find the "Prince of Wales," under the command of Capt. Shepherd, waiting to take us on to Lachine. Before quitting this spot, we may remark that the Boundary line between the former provinces of Upper and Lower Canada, now respectively known by the names of Ontario and Quebec, here leaves the centre of the river (which has been the division for many hundred miles), and branches off in a direct line for the St. Lawrence. The banks of the river in this vicinity are high and thickly

wooded, whilst its width varies between half and a quarter of a mile. On the southern shore the MOUNTAIN OF RIGAUD stands out conspicuously against the sky. The small village of POINT-AUX-ANGLAIS is reached at 2 p. m., HUDSON, at 2.30, and COMO, at 2.45, and here the river expands from about half-a-mile wide into a lake of about eight miles. This is called the LAKE OF TWO MOUNTAINS, after the two mountains to be seen on the north side, rising four to five hundred feet from the water. The highest of these hills is called CALVARY, and held sacred by the tribes of the Indians inhabiting the small village of OKA, which we see on our left hand, standing at the junction between the lake and the river, and where our steamer stops for the last time before crossing the lake to St. Anne's. The Iroquois and Algonquins live in this village together. Immediately in front of us, we see the Island of Montreal, one branch of the river passing round the Island by the right, (which we follow) and the other going round to the left, and generally known as the Back River. Three quarters of an hour more and we are passing through the Canal and Lock at St. Anne's, in order to avoid the small rapids which run to our right under the bridge belonging to, and crossed over by the Grand Trunk Railway. This bridge, although on a much smaller scale than the Victoria Bridge at Montreal, is an exceedingly fine structure, and must not be overlooked. St. Anne's has been immortalized by Moore, in his famous Canadian Boat Song, which is said to have been written in a stone house, still pointed out near the pretty village itself. Many people know the first two lines of the chorus—Row, brothers, row, &c.,—and no more, so we fancy it will not be out of place to reproduce it here in its entirety :—

"Faintly as tolls the evening chime
Our voices keep tune, and our oars keep time.
Soon as the woods on the shore look dim,
We'll sing at St. Anne's our parting hymn.
Row, brothers row, the stream runs fast,
The Rapids are near and the daylight's past.

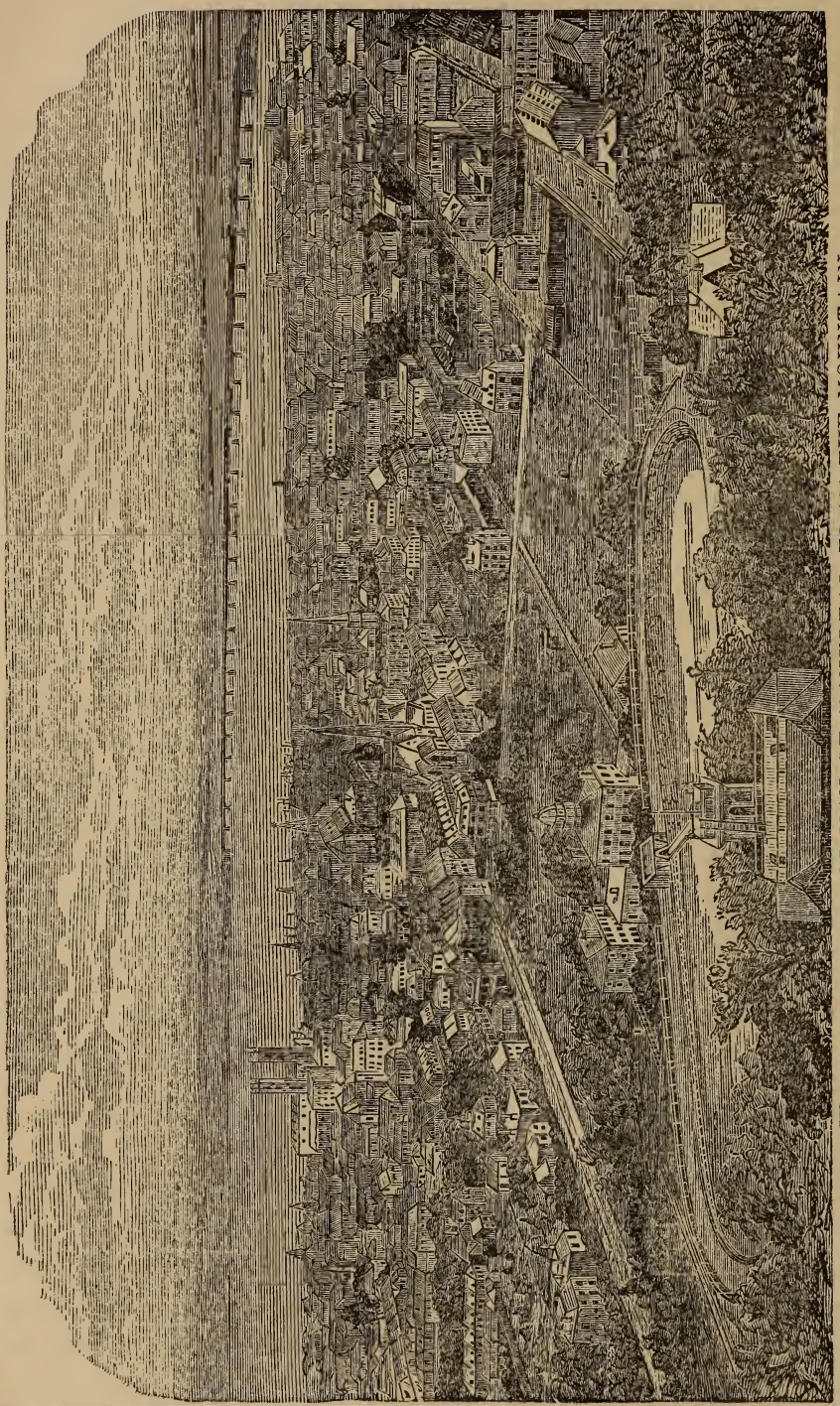
"Why should we yet our sail unfurl?
There is not a breath the blue wave to curl;
But when the wind blows from off the shore,
Oh, sweetly we'll rest our weary oar.
Blow, breezes, blow, the stream runs fast,
The Rapids are near and the daylight's past.

"Uttawas' tide! this trembling moon
Shall see us float o'er thy surges soon.
Saint of this green isle! hear our prayers,
Oh, grant us cool heavens and favoring airs.
Blow, breezes, blow, the stream runs fast,
The Rapids are near and the daylight's past."

During the summer months St. Anne's is visited by large numbers of families from Montreal, its nearness to the city making it easy of daily access for business men, whilst the charming opportunities it offers for fishing and aquatics render it very justly sought after by the angler and amateur sailor. A mile below St. Anne's we enter Lake St. Louis, where the Ottawa and St. Lawrence unite. Landing at Lachine, we take the cars of the Grand Trunk Railway and a ride of 9 miles brings us to Montreal. The Ottawa steamers shoot the Lachine Rapids every afternoon, calling at Lachine to embark excursionists who have come out by rail from the city for the purpose of running over the Rapids in the cool of the evening Every morning at seven o'clock a train leaves Bonaventure station at Montreal for Lachine, connecting with the beautiful little steamer "Beauharnois," which starts from the Railway Wharf as soon as she receives her passengers, shoots the rapids, passes under the Victoria Bridge, and lands her passengers again in Montreal, by nine in the morning, with an appetite for breakfast much heightened by their early excursion.

MONTREAL,

the commercial metropolis of the Dominion of Canada, is situated upon the south shore of an island (bearing the same name) and at the base of a beautiful eminence, known as Mount Royal, from which both the city and island derive their name. Its population is 160,000. The island is

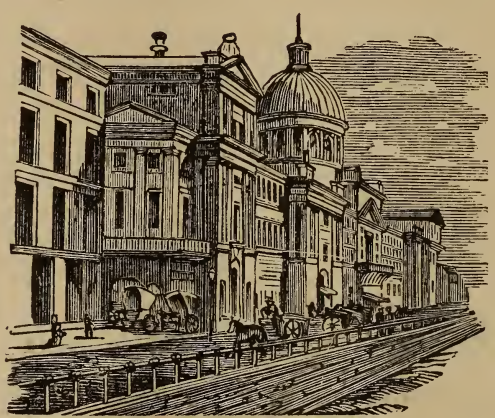


VIEW OF CENTRAL PORTION OF MONTREAL FROM THE MOUNTAIN.

about thirty miles long, and ten broad, and is formed by the River Ottawa debouching into the St. Lawrence at its western and eastern extremities, the former near St. Anne's, the latter at Bout de l'Isle. It is famed for the fertility of its soil, and is frequently called the "Garden of Canada." The site of the city was first visited by Jacques Cartier in 1535, and, at that time, he found a village of Indians situated near the foot of the Mountain. He landed a short distance below the city, at a point still known by the name of the Indian Village, "Hochelaga." When he reached the top of the mountain, to which he was guided by the Indian Chief "Donnacona," he was so struck by the magnificent outlook that he named it in honor of his master, "the Royal Mount." Champlain also visited the site in 1611, but the village, with its inhabitants, had been swept away, probably by some hostile tribe. A few years ago a large quantity of skeletons and pottery was discovered while building on the site of this village. The first settlement was made by the French in 1642. In its early history the city was repeatedly attacked by the Indians, and in 1684 a wooden wall was erected for defence. This was replaced in 1722 by a massive stone wall with redoubts and bastions. In 1759, when Canada was conquered by the British, Montreal had a population of about 4000 souls. The streets were narrow, and the houses low. Some of these buildings are still standing, and a walk through the two or three streets still retaining their primitive buildings, and narrow paths, strongly remind us of the quaint old towns of Rouen, Caen, and others in Normandy. At the date named, the town was divided into upper and lower town; the upper part then being the level of the present Court House. In the lower town the merchants and men of business chiefly resided, and here also were the place of arms, the royal magazines, and the Nunnery Hospital. The principal buildings were in the upper town, such as the palace of the Governor, the houses of the chief officers, the

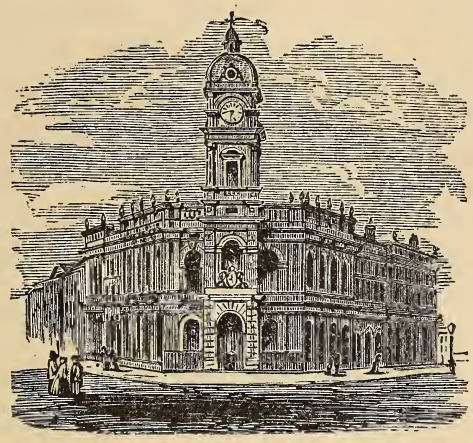
Convent of the Recollets, the Jesuits' Church and Seminary, the Free School and the Parish Church. In 1775, the city was taken by the American forces under Montgomery. The growth of the city has been exceedingly rapid, and the view, as seen on our approach by steamboat, with Mount Royal for a background, covered with beautiful villas, interspersed here and there with tall spires, is majestic, and for beauty almost unrivalled.

The river frontage is almost three miles in length, extending from the Victoria Bridge to the village of Hochelaga. For upwards of a mile it has an excellent stone retaining wall, from the entrance to the Lachine Canal to below the



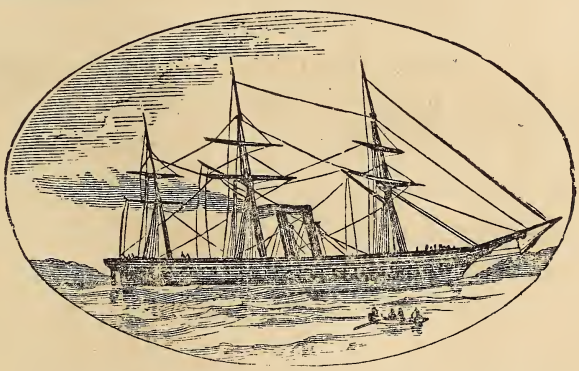
BONSECOURS MARKET.

Bonsecours Market, which, with its glittering dome, forms one of the most conspicuous objects in the right foreground, and contrasts with the neighboring spire of the Bonsecours Church, one of the oldest churches in Montreal. We think the view from the steamer can scarcely be surpassed, as you sail under the centre tube of the Victoria Bridge, and first view the long array of glittering spires, the lofty towers of the Parish Church of Notre Dame, the well-proportioned tower of the Customs Buildings, and the long unbroken line of cut stone stores flanking the wharf. Imme-



CUSTOM HOUSE.

diately opposite the Custom House, and facing on Custom House Square, stands the Montreal House, a well-known hostelry, largely patronized by tourists. The proprietor is G. T. Morehouse.



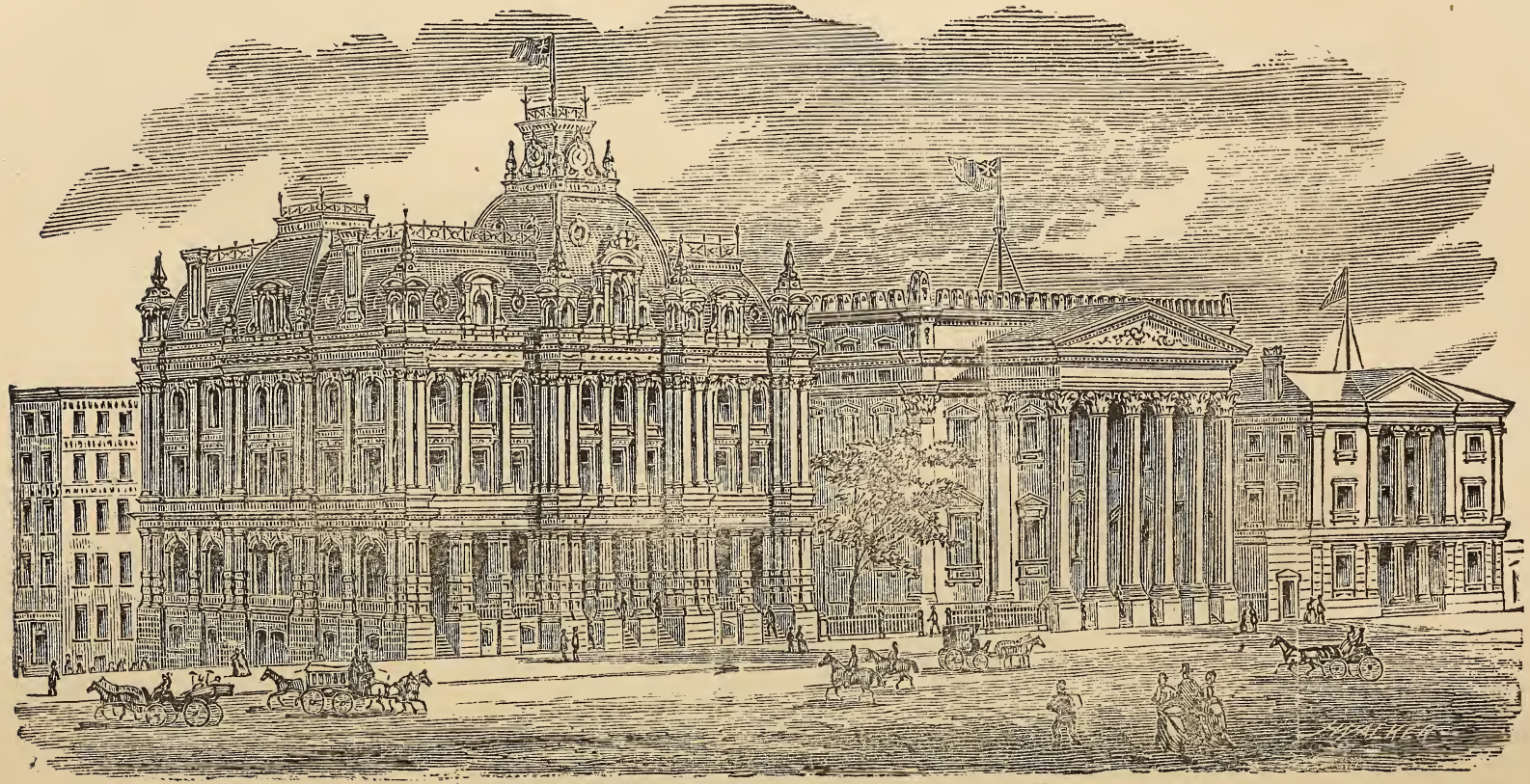
LIVERPOOL AND MONTREAL SCREW STEAMER.

At the beginning of the present century vessels of more than 300 tons could not ascend to Montreal, its foreign trade was carried on by small brigs and barques, and the freight and passengers were landed upon a low muddy beach. In 1809 the first steam vessel, called The Accommodation, built by Hon. John Molson, made a trip to Quebec; she had berths for about twenty passengers. Now behold the contrast that fifty years of industry, intelligence,

enterprise and labor have produced—ocean steamers of over 4000 tons; the magnificent steamers of the Richelieu and Ontario Navigation Company, vieing in splendor and comfort with the far-famed Hudson River boats; ships, from 700 to 2,000 tons, from all parts of the world, lying alongside the wharves of the harbor, which are not equalled on this continent, in point of extent, accommodation, approach and cleanliness.

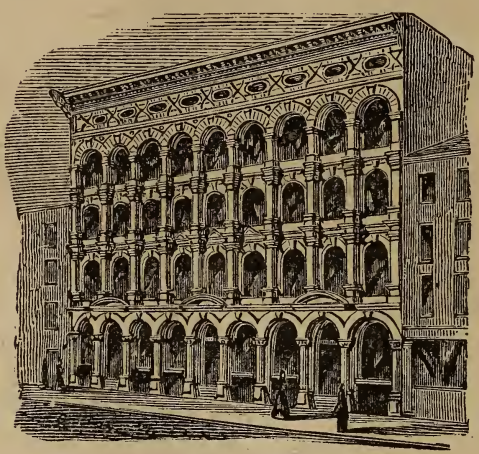
The principal street of the city is St. James-street, on which there are some of the finest buildings.

The new post office at the corner of St. François Xavier-street stands prominently out, and alongside it is the well-known hotel, the St. Lawrence Hall, now under the management of Mr. Geriken, the proprietor. Passing down this side of the street, the first building that arrests the attention is the Methodist Church, a very commodious and well-arranged edifice; it possesses one of the finest organs in the city. A few rods beyond is the Merchants' Bank, one of the most elegant banking edifices in Canada. At the end of the street is a large block occupied by the firm of Henry Morgan & Co., dry goods merchants; it stands on the site of the old American Presbyterian Church, built in 1825-6. Nearly opposite this is the Ottawa Hotel, one of the finest houses in Canada, capable of accommodating over 400 guests, C. S. Browne, proprietor. Still continuing our route on St. James street, we next come to the Molsons Bank, which has two frontages or façades built of Ohio sandstone. The shafts of the columns of the portico on the St. James-street front are of polished Peterhead granite. A little farther up the street is an elegant pile called "Barron's Block," and the buildings put up by the City and District Savings Bank, and Canada Life Assurance Company both of which have been erected recently; they are really worthy of any city in the world, and are evidences of the substantial growth and prosperity of Montreal.



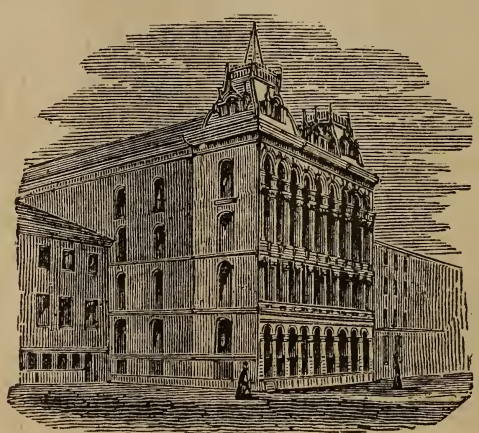
NEW POST OFFICE, MONTREAL BANK, AND CITY BANK.

Turning down St. Peter-street, past Molsons Bank, upon the left, is a very handsome block, "Caverhill."



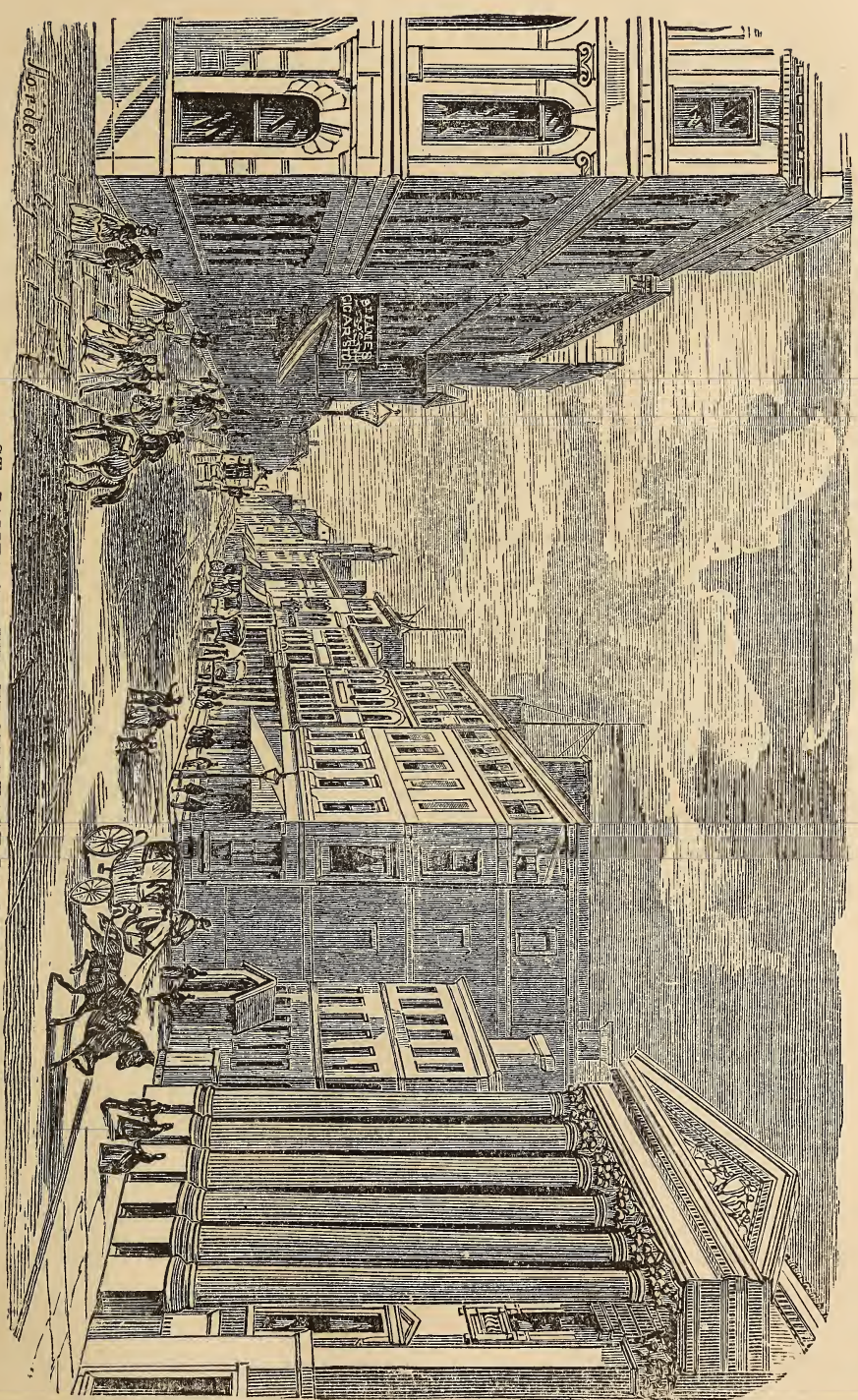
CAVERHILL'S BLOCK.

These stores are not surpassed by anything in British North America. They are six stories in height. The front is an elaborate composition in the Italian Pallazo style, bold in character. Near the foot of St. Peter-street runs right and left St. Paul-street, wherein are congregated nearly all the principal wholesale dry goods and hardware stores. This street is a credit to the modern enterprise of Montreal, and is symbolic of the wealth of the city.



DOMINION BUILDINGS.

Passing along St. Paul-street we enter McGill-street, on the



ST. JAMES STREET FROM PEACE D'ARMES.

corner of which stands the Dominion Buildings, and immediately opposite is the Albion Hotel, well known amongst travellers, and kept by Messrs. Stearns & Murray.

YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

We next approach Victoria Square with its bronze statue

of the Queen, and its playing fountains. Near its entrance are the Albert Buildings, while directly across the square stands a handsome building of Gothic architecture surmounted by a lofty and graceful spire. This has been recently erected by the Young Men's Christian Association. In it is a beautiful public hall, while the reading rooms and library are open, free.

Passing up St. James-street beyond the post office, we enter a square called Place d'Armes. It is not large in dimensions, but few on this continent, if any, can equal it

FRENCH PARISH CHURCH.

in point of the buildings by which it is surrounded. Here is the French Parish Church, the largest in North America, and capable of holding over ten thousand people. It is about 260 feet long by 140 feet broad, and the front facing the square is flanked by two massive towers, 220 feet

in height. In the one on the left there is a peal of bells. The tower on the right can be ascended on the payment of a small fee. In it is placed the monster bell which goes by the name of " Gros Bourdon." It weighs nearly 30,000 lbs. It has a deep bass sound, and is used as a fire alarm. From the battlement a most wonderful prospect is obtained—the broad rolling waters of the St. Lawrence, nearly two miles wide, lying almost at the feet of the spectator, covered with shipping ; to the right the Victoria Bridge, Nuns' Island, the village of Laprairie, with its glittering steeple, the boiling rapids of Lachine, the blue hills of Vermont in the far-off distance—to the left the beautiful island of St. Helen's, covered with trees, clothed in the proud prosperity of leaves, the villages of St. Lambert and Longueuil, and the river studded with islands, until its silvery course is lost at the village of Verchères.

On the side of the square facing the Cathedral are the Montreal and City banks. The former is one of the most imposing public buildings in the city; it is built of cut limestone, and its style is modern Grecian.

On the left hand of the square are the Ontario Bank, and the London and Liverpool Insurance Company's office. The former is built of Ohio sandstone. This row is a pretty piece of street architecture. On the right hand side is a fine block called Muir's buildings. The fourth flat is occupied by the honorable fraternity of Freemasons. Next is the elegant building—the Jacques Cartier Bank. The centre of the square is laid out as a garden with a fine fountain.

Proceeding up Notre Dame-street the tourist will pass a somewhat dilapidated column, known as Nelson's Monument. As little care seems to be bestowed upon its preservation as there was taste shown in the first choice of its position. Formerly the jail stood opposite, and Nelson was placed in a somewhat anomalous position with his back to his favorite element " water " and his face toward the jail. The old jail

is now replaced by the Court house, an Ionic structure about a hundred and twenty feet long, by about seventy in height, containing all the judiciary courts as well as the Prothonotary's office and Court of Bankruptcy. There is in it a very valuable law library, containing upwards of 6,000 volumes. At the back of the Court House is the Champ de Mars, a parade ground, upon which the Volunteer Militia parade. Upon it three thousand troops may be manœuvred. This ground was used by the British Troops when quartered in Canada.

Opposite to the Court House and extending down St. Vincent-street, is the Richelieu Hotel, I. B. Durocher, proprietor. This hotel is a conveniently situated and well kept house.

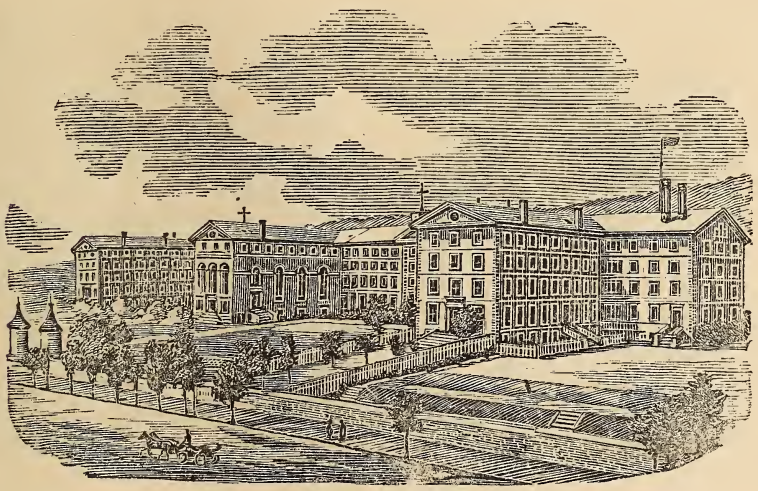
The old buildings directly beyond the monument were erected in 1722, and in early days served as a Government House. Here it was that during the occupation of the city by the Americans the celebrated Benjamin Franklin, Charles Carrol, and Samuel Chase, the commissioners of Congress, held their councils of war, and beneath its roof the first printing press ever used in Montreal was set up to print the manifestoes. The building is now known as the Jacques Cartier Normal School. Facing the Champ de Mars is the Geological Museum, a Government institution of which Canada may well be proud. It was established under the direction of Sir William Logan, the late head of the Geological Department of the Province. On the slope of the Mountain above Sherbrooke-street stands the McGill College while lower down, on University-street, is the Museum of the Natural History Society. Here the tourist can gain information relative to the zoology and ornithology of Canada; and to those who are disciples of Isaac Walton the curator can give any information regarding the fishing grounds.

VICTORIA BRIDGE—MONTREAL.

The English Cathedral (Episcopal), on St. Catherine street, is by far the most perfect specimen of Gothic architecture in America. It is well worthy a visit. The streets in this neighborhood are studded with Churches—Roman Catholic, Presbyterian, Wesleyan, and Episcopalian—each tending to make the ecclesiastical architecture of the city worthy of comparison with the many public buildings with which Montreal abounds. A new Catholic Cathedral is being erected corner of Dorchester and Cathedral streets, to be second only in the world to St. Peter's at Rome, and after the same style of architecture.

The church of the Jesuits on Bleury-street is a very imposing edifice. The interior is covered with frescoes of incidents in the lives of our Saviour and His Apostles.

Erskine Church and Knox Church (Presbyterian) are two fine specimens of modern Gothic. The Wesleyan Church, Dorchester-street, with its graceful spire forms a conspicu-

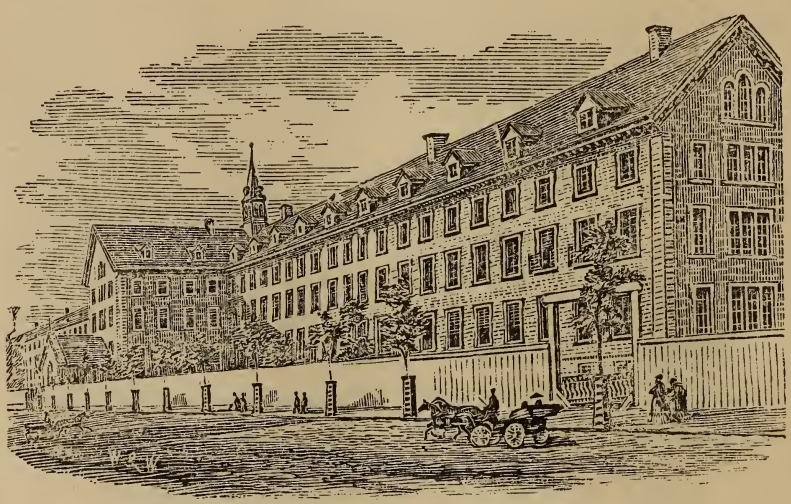


CATHOLIC SEMINARY.

ous object, though its dimensions are overtopped by the large American Presbyterian Church adjoining it.

WINDSOR HOTEL.

The Windsor Hotel is situated on the corner of Peel and Dorchester streets, this is one of the finest Hotels on the continent. Messrs. Janvrin & Southgate, managers; James Worthington, proprietor.



GREY NUNNERY.

A little further westward on St. Catherine-street is a pretty little Gothic church (Episcopalian,) dedicated to St. James the Apostle; and beyond that again stands the large

Roman Catholic Seminary, on the Priests' farm. Here is a beautiful chapel, well worthy of inspection. The grounds and gardens attached to the Seminary are well laid out.

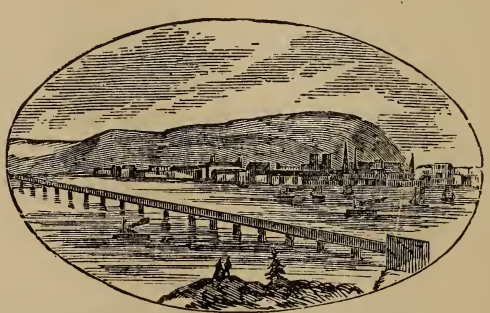
Returning from the Seminary by Guy-street, we visit the celebrated Grey Nunnery, founded in 1642. This new edifice covers an immense area, and the chapel and wards of the nunnery are annually visited by thousands of tourists. The old nunnery near the river, so long the centre of attraction, from its quaint appearance and solemn-looking walls, has given way to beautiful warehouses and stores, which line the streets opened through its former spacious gardens. A visit to the Reservoir on the mountain side will repay the trouble, as a fine view of the city may here be obtained. From these reservoirs the city is supplied with water which is taken from the St. Lawrence, about a mile and a half above the Lachine Rapids, where the elevation of the river surface is about 37 feet above the Harbor of Montreal. The Wheel-house at the termination of the aqueduct is worthy of notice. The water is admitted to and discharged from this building through submerged archways under covered frost-proof passages, extending above and below the building. There are two iron wheels 20 feet diameter and 20 feet broad with enormous auxiliary steam engines. The reservoirs are excavated out of the solid rock, and have a water surface of over ninety thousand square feet, 206 feet above the harbor with a depth of 25 feet. The length is 623 feet, with a breadth of 173, formed into two reservoirs by a division wall. The two contain about fifteen million gallons. Total cost of aqueduct, machinery, pumping main, and reservoir over $2,000,000. With the power here supplied the Fire Department are enabled to effectually hold in check any threatened conflagration, and their efficiency is increased by the Fire Alarm Telegraph, which has proved a thorough success. The

chief office is in the City Hall, from which it has connections with upwards of 98 boxes, the church bells, several public clocks, the Observatory and Water Works.

THE VICTORIA BRIDGE

ought to be visited. Visitors are allowed to examine the first tube without an order, and, as they are all alike, to see one tube is to see all. The Bridge is a wonderful structure and reflects as much credit on the successful builders as upon the original designers. The tube through which the trains pass rests upon twenty-four piers, and is about a mile and a quarter long. The piers are all at a distance of 242 feet, with the exception of the two centre piers; which are 330 feet; upon these rests the centre tube, which is 60 feet above the summer level of the St. Lawrence. At the centre of the bridge is an opening, from which there is a magnificent view of the river.

The bridge is approached by two massive embankments, the one on the Montreal side being 1200 feet, and that on



MONTREAL AND VICTORIA BRIDGE.

the south shore 800 feet in length; which together, including the abutments, make the total length of the bridge 9084 feet, or a mile and three quarters nearly.

The abutments are each, at the base, 278 feet long, and are built hollow, having eight openings or cells, 48 feet in

length and 24 feet in width, separated by cross-walls 5 feet in thickness. The flank-wall on the down-stream side rises nearly perpendicular, and is seven feet in thickness; that on the up-stream has a slope from its foundation upwards; the thickness of the walls is 12 feet, and they present a smooth surface to facilitate the operation of the ice, on which account its form had been thus determined. To ensure greater resistance to the pressure of the ice, the cells are filled up with earth, stone, and gravel, so that one solid mass was thus obtained.

The embankments are solid, composed of stones 36 feet above the summer water level, and of the width of 30 feet on the upper surface, formed with a slope of one to one on the down side of the stream, and a hollow shelving slope of about $2\frac{1}{2}$ to one on the upper side. The slopes are faced with stones set on edge at an average angle of about 45°.

The piers are solid, and constructed, as well as the abutments, of the finest description of ashlar masonry, laid in horizontal courses measuring from 7 to 12 feet on the bed, and from 3 ft. 10 in. to 2 feet 6 in. thick above the water level, and thence varying into a course of 18 in. under the plates. The stones were cut with the greatest exactness, seldom requiring to be redressed after being laid. They weigh from 7 to 17 tons; the average weight of each stone is $10\frac{1}{2}$ tons. All the beds and vertical joints are square, dressed in the most efficient and workmanlike manner: the external face rough, and without any pick or tool marks, but with the natural quarry face preserved.

The string-courses and copings are fair-picked, dressed throughout, and neatly pointed and weathered, and a tool draft, eight inches wide, on each quoin. Each course of the ice-breaker is secured with fox-wedged bolts of $1\frac{1}{2}$ inch iron, which pass through into the second and third courses under it, and the horizontal joints are cramped together with iron cramps 12 x 5 inches, through which the bolts pass.

The description of stone used is a limestone of the Lower Silurian order, and known under the Geological term of Chazy. The average height of the piers above the summer water level is 48 feet, gradually rising from a height of 36 feet at the abutments to 60 feet at the centre pier, giving a grade of 1 in 132, or 40 feet to the mile. The centre span is level. Each pier is furnished with a solid cut-water or ice-breaker, which forms a portion of the pier itself. They are of a wedge form, and slope from their foundations upwards, terminating in an angle, 30 feet above the summer level of the river. The dimensions of the pier at the junction with the cut-water are 16 x 43 ft., but the whole transverse side of a pier at the foundation, including the cut water, which extends up the stream, is 16 x 90 feet.

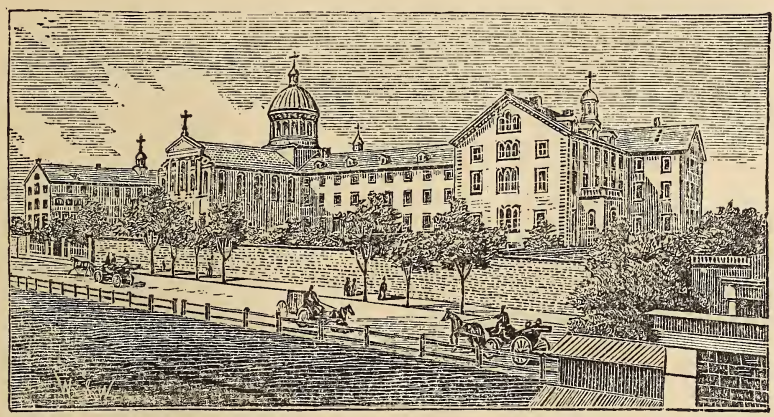
The foundations, of course, vary; some are as low down as 20 feet below the water.

The whole of the ashlar is laid in hydraulic cement, in the proportion of 1 part sand to one part cement. The backing from the level of the surface of water upwards is in common mortar. The piers are calculated to resist a pressure of seventy thousand tons.

The important part this bridge plays in the uninterrupted communication of the Western traffic with that of the United States—Boston, Portland, etc., need not be dilated on. It is more than commensurate with its cost—which was nearly 7,000,000 dollars. It gives to Montreal an unbroken railway communication, the value of which cannot be overestimated.

There are many pleasant drives in and around Montreal, the most popular being those "Round the Mountain" and the Lachine Road. Taking the former we leave the City by St. Lawrence Main-street passing on our way near the City limits an immense structure surmounted by a beautiful dome. This is the "Hotel Dieu," a Cloister and Hospital. The building with its enclosure covers an area of several acres.

Immediately after passing the toll-gate, a road turns to the left leading to the beautiful "Mount Royal Cemetery," the resting-place of the Protestant dead of Montreal, and the grounds will compare favorably with the celebrated cemeteries of the Old World. The Roman Catholic Cemetery adjoins the Mount Royal, and is approached by the road leading on



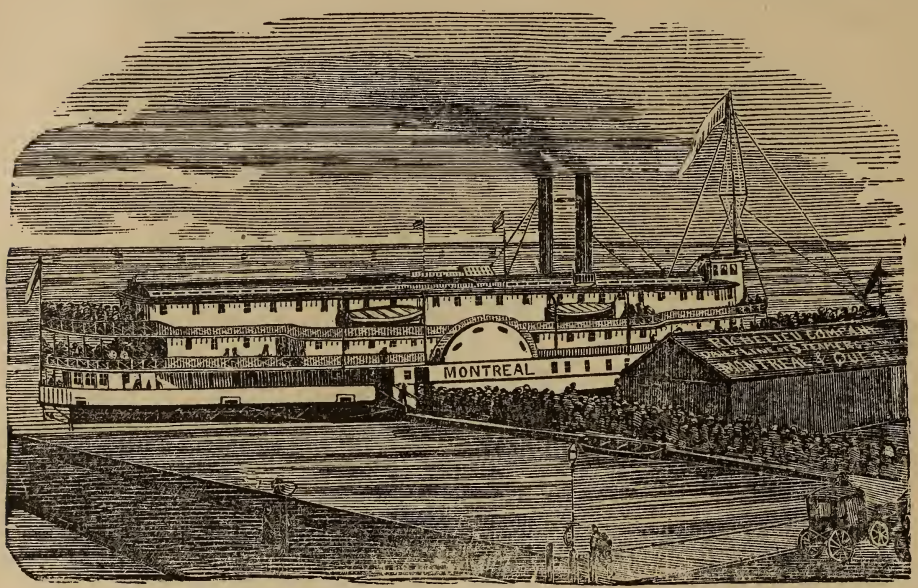
HOTEL-DIEU :

the opposite side of the Mountain. The drive on which we have entered is a very delightful one. A fine view is obtained of the country from Côte des Neiges, across the island to the "Back River" or Ottawa, with its numerous hamlets, convents and churches; and for a picnic commend us to the *Priest's Island*, close to the old mill of the rapids Sault au Recollet, a delightful spot, and where during the season, a good day's fishing is to be had.

The drive to Lachine will prove of the greatest interest. The Lower Lachine Road leads along the bank of the St. Lawrence, and during the drive there may be seen the steamers descending the rapids.

To points beyond the island of Montreal, a favorite trip is that to Belœil Mountain, near St. Hilaire. The latter is a station on the Grand Trunk Railway, about 18 miles from Montreal, and where several trains stop during the day, so

that there will be no difficulty in performing the trip without remaining at the village for the night. From St. Hilaire Station, the tourist proceeds to the pretty little village of Belœil, and, when conducted to the base of the mountain, it can be ascended with comparative ease—even by ladies—by



STEAMER "MONTREAL."

a circuitous path, passing through a maple grove, which leads to a beautiful lake, formed in the hollow of the mountain. This lake abounds with fish. This is the general resting-place before the ascent to the peak. This mountain is the centre of great interest to the French Canadian Catholics. On the road are, at intervals, wooden crosses having inscriptions referring to our Saviour's journey to Mount Calvary, and on the summit of the mountain are the ruins of a chapel erected some years ago. From these ruins, about 1400 feet above the river, a splendid panoramic view of the country for 60 miles round may be had. The rich panoramic scene amply repays the fatigue of the journey.

We shall now leave Montreal and proceed to Quebec,

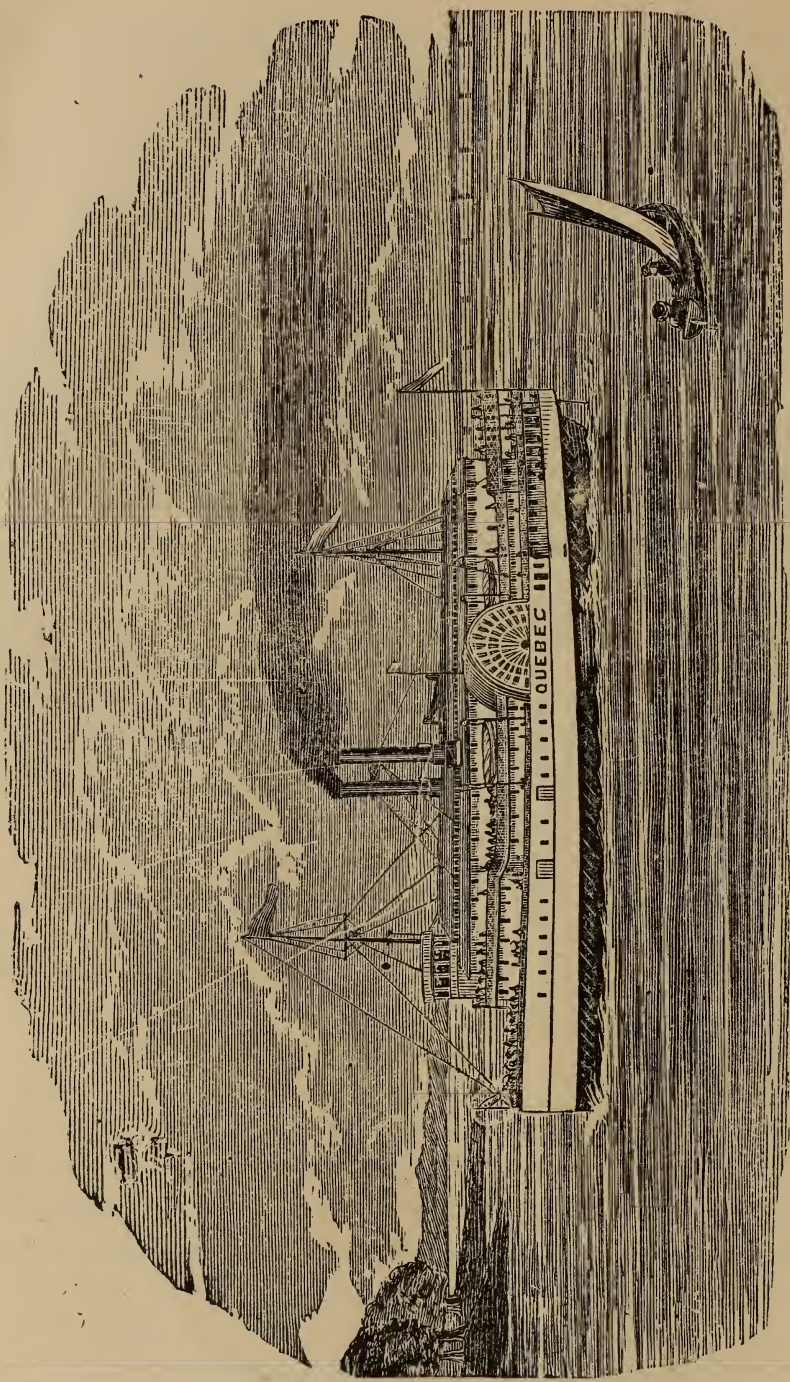
taking as our conveyance the popular Richelieu and Ontario Navigation Company's Mail Line. The two splendid vessels, the "Montreal" and the "Quebec," make the trip between Montreal and Quebec every night, except Sunday, during the time that navigation is open. Any traveller preferring the land route can take the trains, leaving Bonaventure Station on the Grand Trunk Railway, and, after an eight hours' journey, arrive at Point Levi, opposite "the Ancient Capital," (as Quebecers are fond of styling their city,) whence a steam ferry will soon convey them across the river. To many, however, the most agreeable route is that selected by us for description. We shall therefore go on board the "Montreal" or "Quebec," take a stateroom, and be landed early next morning at one of the quays of Quebec.

The scenery on this part of our route is not striking, we shall therefore content ourselves with briefly noticing the principal points, many of which our vessel will pass while probably we ourselves are enjoying a refreshing sleep. As we steam out from the wharf we pass by the shores of the military island of St. Helen's, so called after the beautiful wife of Champlain, the first Governor of Canada, and the founder of Quebec. Just below the Island is the village of Longueuil, a favorite summer resort of the citizens of Montreal.

SOREL,

or William Henry, is situated at the mouth of the Richelieu, the outlet of Lake Champlain into the St. Lawrence. It occupies the site of a fort built by the Marquis de Tracy in 1665, and was for many years the summer residence of the English Governors of Canada, and here Queen Victoria's father at one time resided. The population is about 5,000.

Immediately below Sorel, the river widens into a lake called



STEAMER "QUEBEC."

LAKE ST. PETER,

which is about 35 miles in length and about 10 miles in width. It is very shallow, except in a narrow channel,

WRECK OF A RAFT ON LAKE ST. PETER.

which is navigable for the ocean steamers and sailing vessels of very large tonnage, coming up to Montreal during the summer season.

In calm weather it is pleasant sailing over its waters, but, owing to its shallowness, a strong wind causes its waves to rise tempestuously, and many wrecks, principally of rafts, take place every year.

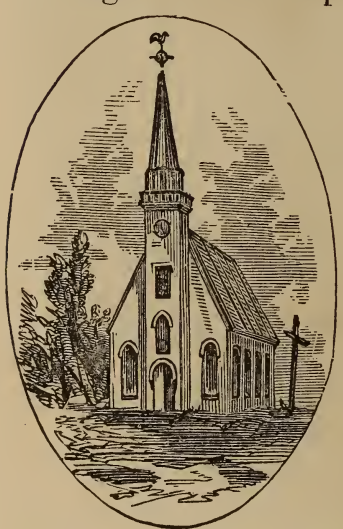
We now touch at the half-way port of

THREE RIVERS,

situated at the confluence of the rivers St. Maurice and St. Lawrence, ninety miles below Montreal, and the same distance above Quebec. It is one of the oldest settled towns in Canada, having been founded in 1618. It is well laid out, and contains many good buildings, among which are the Court House, the Jail, the Roman Catholic Church, the Ursuline Convent, and the English and Methodist Churches. The celebrated St. Maurice Forges, situated near the town, have been in operation for more than a century. The population is 9,000.

BATISCAN,

A village of little importance, is the last stopping place



ROMAN CATHOLIC PARISH CHURCH.

NUNS.

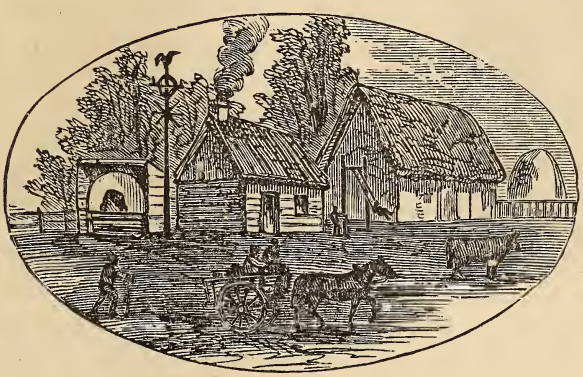
before reaching Quebec. Seven miles above Quebec we pass the mouth of the Chaudière river. A short distance

from its entrance are situated the Chaudière Falls. These falls are very beautiful and romantic, and are annually visited by large numbers of tourists. The river at this point is about four hundred feet wide, and the height of the falls is one hundred and twenty-five feet. The course of the river is thickly studded with picturesque islands, covered with fine trees, which add much to the beauty of the scenery.

In passing down the St. Lawrence, the country upon its banks presents a sameness in its general scenery until we approach the vicinity of Quebec. The villages and hamlets are decidedly *French* in character, and are generally made

CANADIAN HABITANTS.

up of small buildings; the better class are painted white, or



CANADIAN FARM-HOUSE.

whitewashed, having red roofs. Prominent in the distance

appear the tin-covered spires of the Catholic churches,

CANADIAN PRIEST.

CANADIAN PEASANT.

which are all constructed in a style of architecture peculiar to that Church.

The rafts of timber afford a highly interesting feature on the river as the traveller passes along. On each a shed is built for the raftsmen, some of whom rig out their huge unwieldy craft with gay streamers, which flutter from the tops of poles. Thus, when several of these rafts are grappled together, forming, as it were a floating island of timber, the sight is extremely picturesque; and when the voices of these hardy sons of the forest and the stream join in some of their Canadian boat songs, the wild music, borne by the breeze along the water, has a charming effect. Many of these rafts may be seen lying in the coves at Quebec, ready to be shipped to the different parts of the world.

CANADIAN BOATMEN.

We now come within sight of the "Gibraltar of America," as the fortified city we are approaching has been called.

QUEBEC.

Having landed, our first course is to proceed to a hotel. On this point our choice would be the St. Louis, owned by the Russell Hotel Co. At this house the tourist will find himself at home, and well cared for, surrounded by every comfort he can possibly desire, andwe are quite satisfied that the experience of any one who may visit Quebec will be like our own, and lead to oft-repeated journeys to the old City.

Quebec, until recently the capital of United Canada, is situated on the north shore of the St. Lawrence, in lat. 46 deg. 48. min. north, and long. 71 deg. 15 min. west from Greenwich. It was founded by Champlain, in 1608, on the site of an Indian village, called *Stadacona.* It is the second city in the Dominion, and has a population of about 75,000. The form of the city is nearly that of a triangle, the Plains of Abraham forming the base, and the Rivers St. Lawrence and St. Charles the sides. It is divided into two parts—Upper and Lower Towns. The Upper Town is strongly fortified, and includes within its limits the Citadel of Cape Diamond, which is the most formidable fortress in America. The Lower Town is built upon a narrow strip of land which runs at the base of the Cape, and of the high grounds upon which Upper Town stands; and the suburbs of St. Roch's and St. John's extend along the River St. Charles, and to the Plains of Abraham. Quebec was taken by the British and Colonial forces in 1629, but restored to France in 1622. It was finally captured by Wolfe in 1759, and, together with all the French possessions in North America, was ceded to Great Britain by the treaty of 1763.

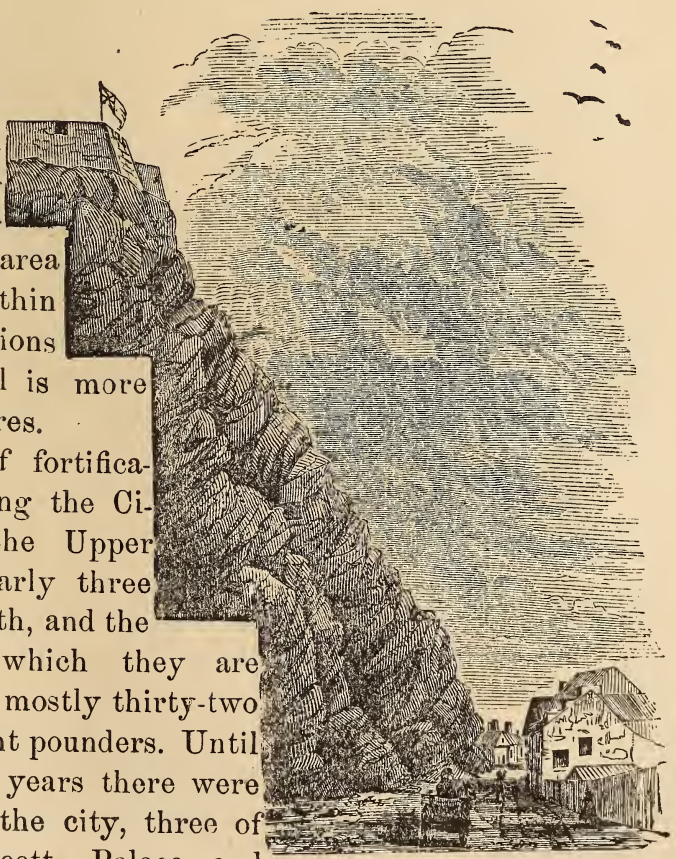
Quebec, including the city and suburbs, contains 174 streets, among the principal of which are the following :—*St. John street,* which extends from Fabrique-street to St. John's gate in the Upper Town, and is occupied chiefly by retail stores; *St. Louis-street,* a handsome and well-built street, extending

CITY OF QUEBEC.

from the Place d'Armes to the old St. Louis-gate, and occupied principally by lawyers' offices and private dwellings; *D'Auteuil-street* faces the Esplanade and the grounds where the military were drilled, and is an elegant street mostly of private dwellings; *Grand Allée* or *St. Louis-road* outside St. Louis-gate, and leading to the Plains of Abraham, is a pleasant and beautiful street, on which are many elegant villa residences; *St. John-street* without is also a fine street, occupied by shops and private dwellings. The principal street in the Lower Town is *St. Peter*, on which, and on the wharves and small streets which branch from it, most of the banks, insurance companies, and merchants offices are situated.

The Citadel, on Cape Diamond, is one of the most interesting objects to visitors. The area embraced within the fortifications of the Citadel is more than forty acres.

The line of fortifications, enclosing the Citadel and the Upper Town is nearly three miles in length, and the guns with which they are mounted are mostly thirty-two and forty-eight pounders. Until the past few years there were five gates to the city, three of which, Prescott, Palace and



FACE OF THE CITADEL, QUEBEC.

Hope gates, communicated with the Lower Town, and two of which, St. Louis and St. John's gates, communicated with the suburbs of the same name. About three-quarters of a mile from the City are four Martello Towers, fronting the Plains of Abraham, and intended to impede the advance of an enemy from that direction.

Durham Terrace, in the Upper Town, is a platform commanding a splendid view of the river and the Lower Town. It occupies the site of the old castle of St. Louis, which was burnt in 1834, and was erected by the nobleman whose name it bears.

The Public Garden fronts on Des Carrieres-street, Upper Town, and contains an elegant monument, which was erected to the memory of Wolfe and Montcalm, in 1827. The height of this monument is 65 feet; its design is chaste and ti ful, and no stranger should leave Quebec without visiting it.

The Place d'Armes is an open piece of ground, around which the old chateau St. Louis, the government offices, the English cathedral, and the old Court House are situated.

The Esplanade is a beautiful piece of ground, situated between D'Auteuil-street and the ramparts.

The Roman Catholic cathedral, which fronts upon the Upper Town market place, is a very large and commodious building, but with no great pretensions to architecture. The interior is handsomely fitted up, and has several fine paintings by the old masters, which are well worthy of inspection. The church will seat 4,000 persons. It has a good organ.

St. Patrick's church, on St. Helen-street, Upper Town, is a neat and comfortable building, and is capable of seating about 3,000 persons.

St. Roch's church, on St. Joseph and Church-streets, in the St. Roch's suburbs, is a large and commodious building, and will seat 4,000 persons. There are several good paintings in this church.

The Church of Notre Dame des Victoires, on Notre Dame-street, is one of the oldest buildings in the city. It has no pretensions to architectural beauty, but is comfortably fitted up, and will seat over 2,000 persons.

PROTESTANT CHURCHES.

The English Cathedral is situated between Garden street, St. Ann-street, and the Place d'Armes, Upper Town, and is a handsome edifice, 135 by 75 feet, and will seat between 3,000 and 4,000 persons. This church, which was erected in 1804, has a good organ, and is neatly fitted up.

Trinity Church, situated on St. Nicholas-street, Upper Town, is a neat cut-stone building, erected in 1824. It is 74 by 48 feet, and the interior is handsomely arranged.

St. Peter's Chapel is situated on St. Vallier-street, St. Roch's, and is a neat plain structure, which will seat about 500 persons.

St. Paul's or *The Mariner's Chapel* is a small building near Diamond Harbor, designed principally for seamen.

St. Andrew's Church, in connection with the Church of Scotland, is situated on St. Ann-street, Upper Town. The interior is well fitted up, and will seat over 1,200 persons.

St. John's Free Scotch Church is situated on St. Francis street, Upper Town. It is a neat plain structure, and will seat about 600 persons.

The Wesleyan Chapel, on St. Stanislaus-street, is a handsome Gothic building erected in 1850. The interior is well fitted up, and it has a good organ. It will seat over 1,000 persons.

The Wesleyan Centenary Chapel is situated on D'Artigny-street, and is a plain but substantial edifice.

The Congregational Church, on Palace-street, Upper Town, is a neat building, of cut-stone, erected in 1841, and will seat about 800 persons.

The Baptist Church, on St. Ann-street, Upper Town, is a neat stone building, and will accommodate over 400 persons.

The other principal public buildings worthy of notice are:—

The Hotel Dieu, hospital and church, which front on Palace-street, Upper Town, and, connected with the cemetery and garden, cover an area of about ten acres. The buildings are spacious and substantial, and the hospital has beds for about sixty sick persons.

The General Hospital is situated on the River St. Charles, in the St. Roch's ward. The hospital, convent, and church are a handsome quadrangular pile of stone buildings, well adapted to the purpose for which they are designed.

The Ursuline Convent, situated on Garden-street, Upper Town, was founded in 1641. A number of fine paintings are to be seen here, and application for admission should be made to the Lady Superior.

The University of Quebec fronts on Hope-street and the market-place, Upper Town. The buildings, which are of massive grey stone, form three sides of a quadrangle, and have a fine garden in the rear.

The Court House and the *City Hall* are substantial stone buildings, situated on St. Louis-street, and well adapted to their respective purposes.

The Jail is situated at the corner of St. Ann and St. Stanislaus-streets, Upper Town. It is a massive stone building, and cost about £60,000. It is in a healthy location, and is well adapted to the purpose for which it was designed.

The Marine Hospital, situated in the St. Roch's ward, on the River St. Charles, is intended for the use of sailors and emigrants, and is a beautiful stone building of four stories. It was erected at the cost of £15,000, and will accommodate about 400 patients.

The Lunatic Asylum is situated at Beauport, two and a-half miles from Quebec, and is an extensive building, enclosed in a park of about 200 acres.

The Music Hall is a handsome cut-stone edifice, situated on St. Louis-street, Upper Town.

As the seat of French Power in America, until 1759, the great fortress of English Rule in British America, and the key of the St. Lawrence—Quebec must ever possess interest of no ordinary character for well-informed tourists. Living is comparatively cheap, and hotel accommodation equal to Montreal in every respect.

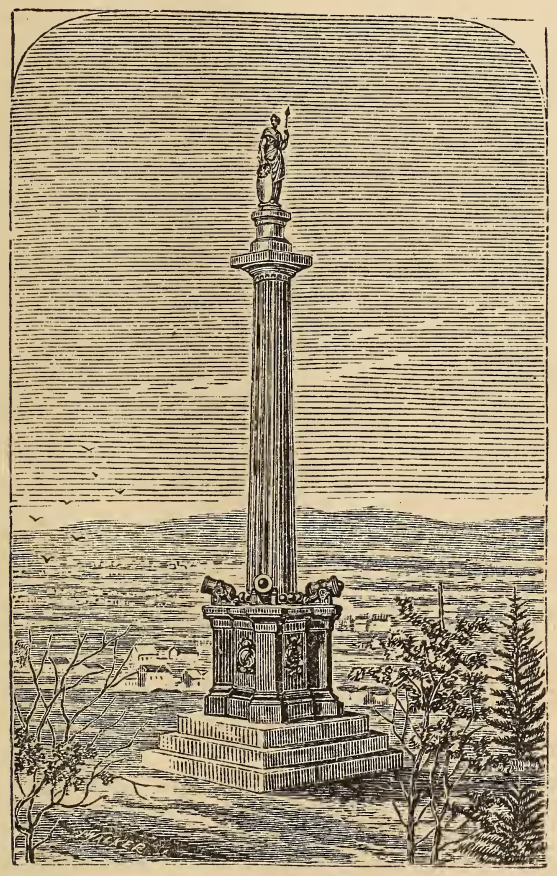
A city crowning the summit of a lofty cape, must neces sarily be difficult of access; and when it is remembered how irregular is the *plateau* on which it stands, having yet for thoroughfares the identical Indian paths of Stadacona, or the narrow avenues and approaches of its first settlers, in 1608, it would be vain to hope for regularity, breadth and beauty in streets, such as modern cities can glory in. It is yet in its leading features a city of the 17th century—a quaint, curious, drowsy, but healthy location for human beings; a cheap place of abode. If you like a crenelated fort with loop-holes, grim-looking old guns, pyramids of shot and shell, such is the spectacle high up in the skies in the airy locality called the Upper Town. Some hundred feet below it, appears a crowded mart of commerce, with vast beaches, where rafts of timber innumerable rest in safety, a few feet from where a whole fleet of *Great Easterns* might float secure on the waters of the famed river. The two main roads outside the City, the St. Foy and St. Louis-roads, are lined by the country seats of successful Quebec merchants, judges, professional men, retired English officers, etc., etc.

On his way from the St. Louis Hotel, St. Louis-street, the tourist notices, a few steps to the west, the antiquated one-story house, where Brigadier General Richard Montgomery was laid out, after being found in his snowy shroud at Près-de-Ville, 31st December, 1775. After passing the Drill Shed, the Military Home, the Ladies' Protestant Home, facing St. Bridget's Home, and adjoining the area which the Quebec

Seminary intend to lay out as a Botanical Garden, the Jehu, amidst most miraculous details of the great battle, soon lands his passengers on the Plains of Abraham, close to the little monument which marks the spot where Wolfe, the British hero, expired, near to the well from which water was procured to moisten his parched lips. A few minutes more brings one to Mr. Price's Villa, Wolfield, where may be seen the rugged path up the St. Denis burn, by which the Highlanders and the English soldiers gained a footing above, on the 13th September, 1759: —destined to revolutionize the new world —the British, guided by a French prisoner of war, brought with them from England (Denis de Vitré, an old Quebecer,) or possibly by Major Stobo, who had, in 1758, escaped from a French prison in Quebec, and returned to his country men the English, accompanying Saunders' fleet to Quebec. The tourist next drives past Thornhill, Sir Francis Hincks' old home, when Premier to Lord

Wolfe's new Monument, erected in 1849.

Elgin. Opposite, appears the leafy glades of Spencer Wood, so grateful a summer retreat that my lord used to say, "There he not only loved to live, but would like to rest his bones." Next comes Spencer Grange, then Woodfield, the beautiful homestead of the Hon. Wm. Sheppard in 1840, and of the late Jas. Gibb for many years after. The eye next dwells on the little rustic chapel of St. Michael, embowered in evergreens; then villas innumerable are seen, that is, if you enter beyond the secluded portals of *Sous les Bois*—Benmore, Col. Rhodes' country seat, Clermont, Beauvoir, Kilmarnock, Cataraqui, Kelgraston, Kirk-Ella, Meadow Bank, etc., until after a nine miles' drive, Redclyffe closes the rural landscape. Redclyffe is on the top of the cape of Cap Rouge, where many indications yet mark the spot where Roberval's ephemeral colony wintered as far back as 1541. The visitor can now return to the city by the same road, or select the St. Foy-road, skirting the classic heights where General Murray, six months after the first battle of the Plains, lost the second, on 28th April, 1760—the St. Foy Church was then occupied



Monument erected at St. Foye in 1863.

by the British soldiers. Next comes Holland House, Montgomery's head-quarters in 1775, behind which is "Holland Tree," overshadowing, as of yore, the graves of the Hollands.

The tourist shortly after detects the iron pillar, surmounted by a bronze statue of Bellona, presented in 1855 by Prince Napoleon Bonaparte, intended to commemorate this fierce struggle.

In close proximity appear the bright *parterres* or umbrageous groves of *Bellevue*, Hamwood, Bijou, Westfield and *Sans Bruit*, the dark gothic arches of Findlay Asylum, and the traveller re-enters by St. John Suburbs, with the broad basin of the St. Charles and the pretty Island of Orleans staring him in the face. Drive down next to see Montmorenci Falls, and the little room which the Duke of Kent, Queen Victoria's father, occupied in 1791. A trip to the Island of Orleans, in the ferry, will also repay the trouble; it costs very little, half an hour of brisk steaming will do it; cross to St. Joseph, Levi, per ferry steamer, and go and behold the most complete, the most formidable, as to plan, the most modern earthworks in the world. Drive to Lake Beauport, to luxuriate on its red trout, then to the Hermitage, at Charlesbourg. Step into the *Chateau Bigot;* sit down like *Volney*, amidst the ruins of Palmyra, and meditate on the romantic though unhappy fate of dark-eyed Caroline, Bigot's Rosamond.* You imagine you have seen every thing; not so, my friend! tell your driver to let you out opposite Ringfield, on the Charlebourg road, and the obliging proprietor will surely grant you leave to visit the extensive earthworks behind his residence, raised

* You will peruse Caroline's pathetic tale in that repository of Canadian lore, Maple Leaves, which you will find a trusty guide for objects without the City. At the beautiful residence of the author of that work (Mr. J. M. Le Moine,) may be seen many relics of Old Quebec, and no one more ready than he to impart information on the interesting events of early Canadian History in the knowledge of which few are so well acquainted.

by Montcalm in 1759—so appropriately called Ringfield; hurry back to town in time to spend the evening agreeably at the Morrin College, in the cozy rooms of the Literary and Historical Society, and retire early, preparing yourself for the great campaign of the morrow.

TO THE LAKES! TO THE LAKES!

Here are a few of them: *Lake Calvaire*, at *St. Augustin; Lake St. Joseph, Lac à la Truite, Lake Philippe, Lake Jaune, Snow Lake, Lac Blanc, Lac Sud-ouest, Lac Vincent, Lac Thomas, Lac Claire, Lac McKenzie, Lake Sagamite, Lake Burns, Lake Bonnet*—all within a few hours drive from Quebec, with the exception of Snow Lake. It is not uncommon to catch trout weighing from 12 lbs. to 20 lbs. in Lake St. Joseph and Snow Lake during the winter months.

We feel sure our reader, whatever his pretentions may be as a traveller, will be delighted with the ancient city of Quebec, and have a satisfactory feeling of pleasure within himself for having included it in the catalogue of places he has put down as worthy of a visit in his tour through Canada. The scenery outside the City, and all along the river on both shores, is exceedingly picturesque, every turn bringing a new and varied landscape into view, calculated to please the imagination, delight the eye, and satisfy the most fastidious in natural beauty.

LAKE ST. CHARLES,

thirteen miles north-west of Quebec, is one of the most picturesque spots in Canada, and during the summer months is frequently visited on account of its Arcadian beauty. There is a remarkable echo at the Lake which tarries some few seconds before repeating the sound uttered. It is then re-echoed, "as though the nymphs of the lake were summoning the dryads of the neighboring woods to join in their

sport." To those who are fond of angling, the lake affords an ample supply of speckled trout.

THE FALLS OF MONTMORENCI.

IN taking our departure from Quebec, and on our way down the river we pass this celebrated cascade. These Falls, which are situated in a beautiful nook of the river, are higher than those of Niagara being more than two hundred and fifty feet, but they are very narrow–being only some fifty feet wide. This place is celebrated for its winter amusements. During the frosty weather, the spray from the falls accumulates to such an extent, as to form a cone of some eighty feet high. There is also a second cone of inferior altitude, called the " Ladies' Cone," and it is this of which visitors make the most use, as being less dangerous than the higher one. They carry " toboggins"—long, thin pieces of wood about 8 or 10 feet in length by 1 foot in width, turned up in front,—and, having arrived at the summit, place themselves on these and slide down with immense velocity. Ladies and gentlemen both enter with equal spirit into this amusement. It requires much skill to avoid being capsized, and sometimes people do find themselves at the bottom, minus the toboggin. Visitors generally drive to this spot in sleighs, taking their provisions with them ; and upon the pure white cloth which nature has spread out for them they partake of their dainty repast, and enjoy a most agreeable picnic. They do not feel in the least cold, as the exercise so thoroughly warms and invigorates the system. There are men and boys in attendance, for the purpose of bringing down strangers who may desire to venture down the icy mountain, and to those who can enjoy this kind of pleasure, it is great sport. The drive to the Falls is very beautiful ; the scenery on the road through Beauport, where the Provincial Lunatic Asylum is built, and back again being

FALLS OF MONTMORENCI.

full of interest. The distance of these Falls from Quebec is eight miles. About two miles above the Falls is a curious formation on the river bank, called "the Natural Steps," being a series of layers of the limestone rock, each about a foot in thickness, and for about half-a-mile receding one above the other, to the height of nearly 20 feet, as regularly as if formed by the hand of man. They are a great object of wonder and curiosity, and, being so near the Falls, should certainly be included in the visit.

THE LOWER ST. LAWRENCE RIVER.

Having drawn toward the close of our visit to Quebec, we advise the tourist to at once make his arrangements for visiting that very popular resort, the Saguenay. For the past few years, thousands of Canadians and Americans have wended their way to this famous river, and the result of their experience has been to make it still more popular. None who have been there but have resolved to repeat the trip the first time they could possibly do so, and to those who have not enjoyed this most lovely of all excursions we would say in the language of Shakspeare, "stand not upon the order of your going, but go at once." All information concerning the means of transit can be ascertained at the hotels to which we took our *compagnons de voyage;* but in case they may neglect to attend to the important duty of seeking such requisite knowledge, we would say that during the season steamers run between Quebec and the Saguenay, leaving Quebec every week day except Monday, on the arrival of the steamers from Montreal. These boats belong to the St. Lawrence Steam Navigation Company. They are elegantly fitted up for the comfort of passengers, and furnished with every convenience; indeed, there is nothing wanted to render the journey down the river most delightful. Once on board, and off, we find ourselves steaming

away down stream at a good speed, and turning our eyes from the city we have just left, we see

THE ISLAND OF ORLEANS,

known in early days as the Isle of Bacchus, so called from the luxuriant growth of its wild grape vines. It is situated 9 miles below Quebec. It is 20 miles in length and 6 miles in its greatest width. There are several villages scattered over its surface. Like the island of Montreal, its soil is very fertile.

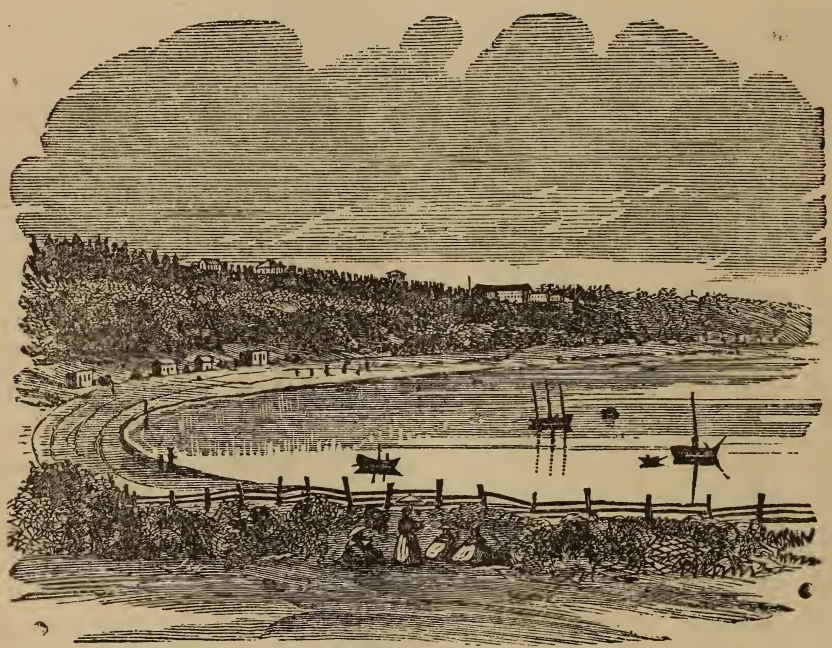
THE FALLS OF STE. ANNE.

SEVENTY miles below Quebec, the River Ste. Anne empties into the St. Lawrence. About two miles from the village are the celebrated falls of the same name. At this point there is a solitary vale of rocks, almost a natural grotto, through the centre of which the stream rushes until it escapes by a narrow channel, and continues its course, rushing downward with ever increasing velocity. The scene below the cataract is very grand. Five miles below Ste. Anne's River we pass Grosse Isle, a spot which ever recalls sadness. Thousands who left their homes on the far-off shores of Great Britain, with hearts full of the prospect of prosperity in the new world of America, have here found their last resting-place. In one single grave the bodies of about 6,000 Irish Emigrants lie interred. Apart from these sad recollections, the "Quarantine" Island is a fair spot, and its scenery is very beautiful. At this point the river widens, and ere long has reached such a width as to render its shores almost invisible from the deck of our gallant vessel. Passing onward, until Quebec lies 90 miles astern, we reach our first landing place,

MALBAIE,

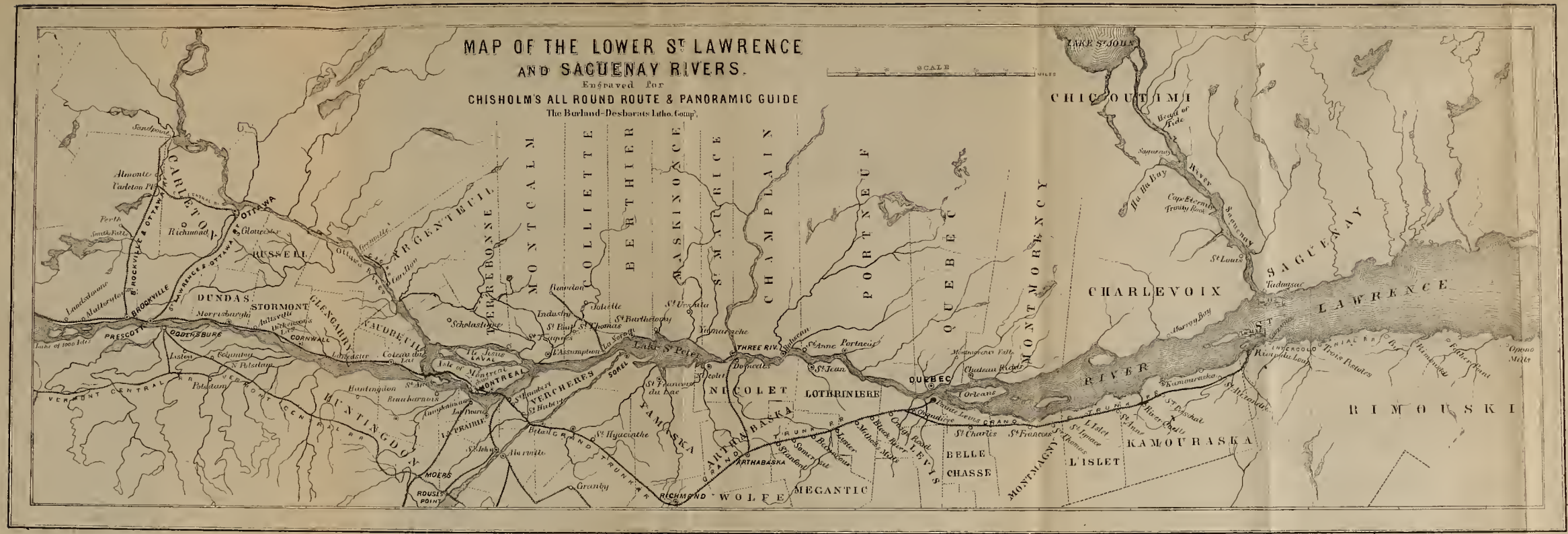
or Murray Bay, the favorite watering-place of the Lower St.

Lawrence. The village is picturesquely situated amid frowning hills and wild scenery. It is a great resort in the summer months, and many Canadian families spend the entire season in this healthy retreat. Every one must enjoy a few days passed at this fashionable watering place. The "Lorne House" is a comfortable hotel, well furnished and managed —in connection with it are a number of cottages which are rented to summer visitors--Chamord & Co., proprietors. Leaving it and steaming across the river, which is about 20 miles wide at this point, we strike Rivière du Loup, situated on the south shore. Here those desirous of visiting the far-



CACOUNA BAY.

famed watering place of Cacouna can, after an exceedingly pleasant drive of about 8 miles through the country, find themselves in a fashionable place, containing some very good buildings. The "St. Lawrence Hall" is a large house, replete with every modern convenience and comfort; every


MAP OF THE LOWER St LAWRENCE
AND SAGUENAY RIVERS.
Engraved for
CHISHOLM'S ALL ROUND ROUTE & PANORAMIC GUIDE
The Burland-Desbarats Litho. Comp.
SCALE
MILES
CHICOUTIMI
LAKE St JOHN
Head of Tide
Saguenay River
Ha Ha Bay
Cape Eternity
Trinity Rock
St Louis
Tadousac
SAGUENAY RIVER
CHARLEVOIX
MONTMORENCY
QUEBEC
PORTNEUF
CHAMPLAIN
St MAURICE
BERTHIER
MASKINONGE
JOLLIETTE
MONTCALM
TERREBONNE
ARGENTEUIL
CARLETON
RUSSELL
DUNDAS
STORMONT
GLENGARRY
VAUDREUIL
PRESCOTT
BROCKVILLE
CORNWALL
OTTAWA
Sandpoint
Almonte
Carleton Pl
Perth
Smiths Falls
Richmond
Gloucester
Ottawa
Grenville
Carillon
Lake of 1000 Isles
Lansdowne
Matherstown
Morrisburgh
Aultsville
Dickinsons Landing
Lancaster
Coteau du Lac
Lisbon
Johnstown
Edwardsburg
Williamsburg
Iroquois
Osnabruck
Chesterville
Winchester
Finch
Berwick
Avonmore
Moose Creek
Lunenburg
Hawkesbury
Grenville
Argenteuil
Lachute
Ste Scholastique
Ste Rose
Isle Jesus
Laval
Isle of Montreal
MONTREAL
Lachine
Caughnawaga
Beauharnois
Huntingdon
St Anicet
Valleyfield
Ste Martine
Chateauguay
Laprairie
St Johns
Rouses Point
Alburgh
Swanton
Highgate
Sheldon
Franklin
Enosburgh
Richford
Stanbridge
Bedford
Farnham
Granby
Waterloo
Sweetsburg
Cowansville
Dunham
Sutton
Brome
Knowlton
Lake Memphremagog
Newport
Derby Line
Stanstead
Compton
Magog
Orford
Sherbrooke
Lennoxville
Ascot
Windsor Mills
Richmond
Melbourne
Danville
Kingsey
Drummondville
Upton
Acton
Roxton
Shefford
Waterloo
Granby
Ste Hyacinthe
St Hilaire
Belœil
St Mathias
St Antoine
St Hubert
Longueuil
Boucherville
Varennes
Verchères
Contrecœur
Sorel
Lake St Peter
Yamaska
St Ursule
Maskinongé
Industry
Joliette
Rawdon
St Paul
St Thomas
Ste Julienne
St Barthelemy
St Sulpice
L'Assomption
Lac Ste Anne
Berthier
Ste Geneviève
Three Rivers
Batiscan
Ste Anne Portneuf
St Jean
Deschenes
Pointe aux Trembles
Quebec
Montmorency Falls
Chateau Richer
Orleans
Ste Famille
St François
St Pierre
St Jean
St Laurent
St Antoine
St Charles
St Francois
St Thomas
St Ignace
L'Islet
St Roch
St Michel
Kamouraska
Rivière du Loup
Trois Pistoles
Metis
Father Point
Rimouski
Grand Trunk Pacific
Intercolonial
Grand Trunk
Canada Central
Vermont Central
Rutland
Montreal Central
Quebec Central
Lake Megantic
Arthabaska
Somerset
Stanfold
Black River
Craig Road
Matthews Mills
Inverness
Leeds
Megantic
Wolfe
Richmond
Drummond
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Belle Chasse
L'Islet
Kamouraska
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HISTORY

OF THE

Administration of the Earl of Dufferin

IN CANADA.

THE undersigned purposes publishing a work under the above title, now in course of preparation by WILLIAM LEGGO, Esq., Barrister, of Ottawa.

It will be a full account of the public life in Canada of His EXCELLENCY, during the past six years,—and will contain *in extenso* His great Speeches.

It will be published immediately after His EXCELLENCY's departure from Canada, in September next.

The book will be a demy 8vo. volume, containing about 700 pages, and will be printed on fine paper, and bound in English cloth, gilt,—Price $3.00—payable on delivery.

First-class STEEL PORTRAITS of their Excellencies, executed by the British American Bank Noto Co., under the immediate superintendonce of Mr. G. B. Burland, will embellish the work; and the cover will be ornamented with the COATS OF ARMS of the EARL OF DUFFERIN and of the COUNTESS OF DUFFERIN.

JOHN LOVELL,
Managing Director L. P. & P. Co.

MONTREAL, July, 1878.

accommodation to be obtained at any of our first-class city hotels can be found there.

Leaving the wharf at Rivière du Loup, our steamer points her course again to the opposite shore, and in less than two hours we find ourselves at Tadousac, which is at the mouth of the River Saguenay. This is a very pleasant spot, and if no more time can be spared than the brief stay of the steamboat at the wharf, let us advise the tourist to go ashore immediately. There is a fine hotel here, and in connection with it are all kinds of sports for the

TADOUSAC.

amusement of visitors. The bathing of this place is also very superior. A large number of handsome villas have been erected, including one built by His Excellency Earl Dufferin. Apart from its pleasures, Tadousac is interesting from its having been from an early period the capital of the French settlements, and one of their chief fur-trading posts.

Here are the ruins of a Jesuit establishment, and on this spot once stood the first stone and mortar building ever erected in America, the home of Father Marquette, the explorer of the River Mississippi. A cluster of pine trees over 200 years old, have grown from the centre of these historical ruins.

Getting aboard again, the whistle is sounded, and we are under steam, and now really enter the justly-renowned River Saguenay, and commence, as if by instinct, to strain our eyes, that we may catch a glimpse of all the magnificent natural grandeur that now bursts upon us.

THE SAGUENAY RIVER.

THE Saguenay is the largest tributary of the great St. Lawrence, and unquestionably one of the most remarkable rivers of the continent. It is the principal outlet of Lake St. John, which is its head water, a lake about forty miles long, surrounded by a heavily timbered and level country; its waters are remarkably clear, and abound in a great variety of fine fish. Eleven large rivers fall into it, yet it has only this one outlet. Into the lake there is a remarkabe curtain fall of two hundred and thirty-six feet, so conspicuous as to be seen at forty or fifty miles distant, the Indian name for which is "Oueat Chouan," or "Do you see a fall there?' The Lake lies about 150 miles north-east of the St. Law-' rence, and nearly due north of Quebec. The original name of the Saguenay was Chicoutimi, signifying "Deep water;" but the early Jesuit missionaries gave it the name it now bears, said to be a corruption of St Jean Nez. The scenery is wild and romantic in the highest degree. The first half of its course averages half a mile in width, and runs through an almost untrodden wilderness; it abounds in falls and rapids, and is only navigable for the Indian canoe. A few miles below the southern fall in the river, is the village of Chicoutimi, at the junction of a river of the same name, which is the outlet of a long lake, named Kenokami, with

the Saguenay. Here is a range of rapids which extend ten miles. The Indians say there is a subterranean fall above the foot of the rapids, which they call "Manitou," or the "Great Spirit." To avoid these falls there is a carrying place called "Le Grande Portage." An extensive lumber business is transacted here: the village has an ancient appearance, and contains about five hundred inhabitants. The only curiosity is a rude Catholic Church, said to have been one of the earliest founded by the Jesuits. It occupies the centre of a grassy lawn surrounded by shrubbery, backed by a cluster of wood-crowned hills, and commands a fine prospect, not only of the Saguenay, but also of the spacious bay formed by the confluence of the two rivers. In the belfry of this venerable church hangs a clear-toned bell, with an inscription upon it, which has never yet been translated or expounded. From ten to twelve miles south of Chicoutimi, a beautiful expanse of water, called Grand or Ha! Ha! Bay recedes from the Saguenay, to the distance of several miles.

The village of Grand Bay, 132 miles from Quebec, is the usual resort for those who wish to remain any time in the neighborhood of the Saguenay. The name Ha! Ha! is said to be derived from the surprise which the French experienced when they first entered it, supposing it to be still the river, untill their shallop grounded on the north-western shore. At the northern head of it is another settlement called Bagotville. Between these two places, the Saguenay is rather shallow (when compared with the remainder of its course) and varies in width from two and a-half to three miles. The tide is observable as far north as Chicoutimi, and this entire section of the river is navigable for ships of the largest class, which ascend thus far for lumber.

That portion of the Saguenay extending from Ha! Ha! Bay to the St. Lawrence, a distance of nearly sixty miles, is chiefly distinguished, and properly so, for its wonderful scenery. The shores are composed principally of granite, and

every bend presents to view an imposing bluff. Many of these tower perpendicularly into the air, and seem ready to totter and fall at any moment. It appears awful, in steaming up the Saguenay, to raise the eyes heavenward, and behold hanging directly overhead a mass of granite weighing, perhaps, nearly a million tons. Here, as at Niagara, we feel the insignificance of man, as we gaze upon the Almighty's handiwork.

TRINITY ROCK—RIVER SAGUENAY.

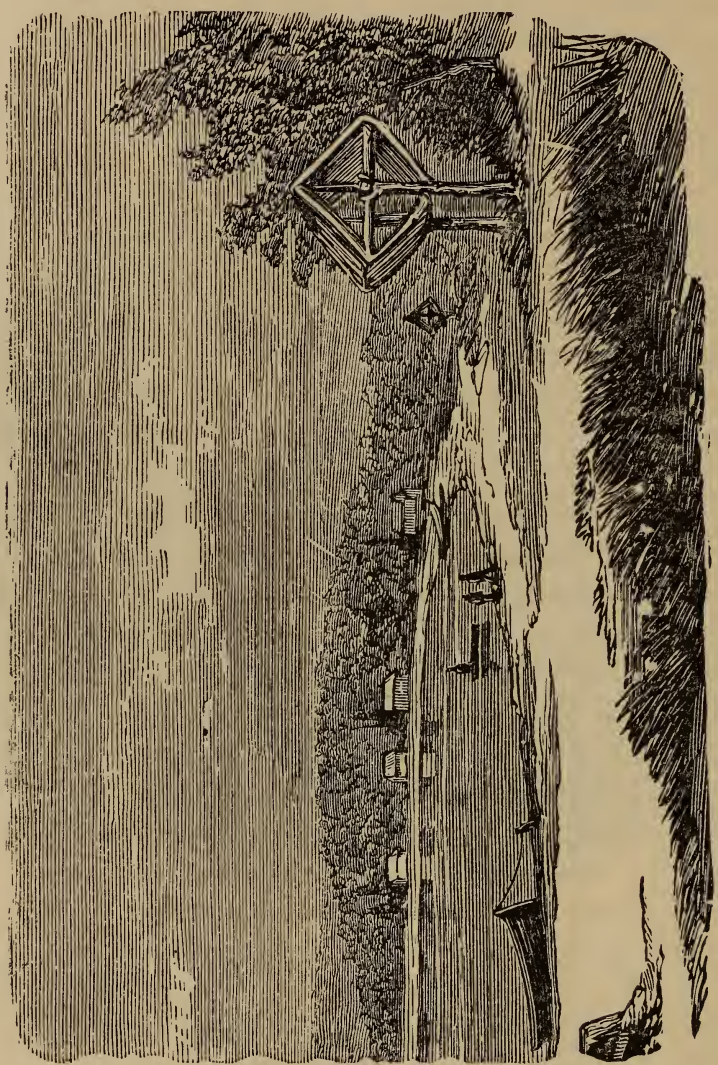
Descending from Ha ! Ha ! Bay, a perpendicular rock, nine hundred feet high, is the abrupt termination of a lofty plateau called The Tableau, a column of dark-colored granite 600 feet high by 300 wide, with its sides as smooth as if they had received the polishing stroke from a sculptor's chisel. Statue Point is also another gem of scenery; but the great attractions in the Saguenay are Cape Eternity, and Trinity

Rock, on the south shore, six miles above St. John's Bay. If the only recompense for the visit to the Saguenay was a sight of these stupendous promontories, we are quite sure no visitor would ever regret it. There is an awful grandeur and sublimity about them, which is perfectly indescribable. The steamers shut off steam at these points, and the best view possible is arranged for the passengers by the Captain. The echo produced by blowing the steam whistle is very fine indeed. The water is said to be as deep five feet from the

CAPE ETERNITY—RIVER SAGUENAY.

base of these rocks as it is in the centre of the stream, and, from actual measurement, many portions of it have been ascertained to be a thousand feet, and the shallowest parts not less than a hundred; and from the overhanging cliffs it assumes a black and ink-like appearance. Cape Eternity is by far the most imposing. We read that an Indian hunter, having followed a moose to the brow of the cliff after the deer

had made a fatal spring far down into the deep water, is said to have lost his foothold and perished with his prey. We also learn from "Le Moine's Oiseaux du Canada," that two or three years ago two fine specimens of the bird of Washington,



FISHING STATION.

that rare eagle, were shot here; and indeed continually the flight of the bald-headed eagles along the summits of these beetling cliffs—the salmon leaping after its insect prey—or

the seals bobbing their heads out of the water, attract the sportsman's eye.

Nothing can surpass the magnificent salmon fishing of the Marguerite and other streams, tributaries to the Saguenay.

Before taking our departure from what must certainly be classed as one of the most lovely and picturesque spots in North America, we would pause to ask the tourist whether his expectations have not been fully realized in every respect, and even far exceeded. We feel satisfied an affirmative answer is the only one that can be given to such a question, for there can be no two opinions as to the magnificence of the scenery brought before the vision on a trip up the River Saguenay to Ha! Ha! Bay. Long descriptions of such scenery can convey but little to the reader, and must be at the best very inadequate. The trip must be taken before the grandeur of the Saguenay is to any extent understood and appreciated.

Leaving Tadousac on the return journey, the steamer again makes its way across the St. Lawrence to Rivière du Loup for the convenience of Cacouna passengers. Those desirous, by so arranging it, can here go ashore, and take the train, by the Grand Trunk Railway, to Quebec. Having sailed down the river, this will prove an interesting change, and bring them into Quebec much earlier. Those remaining on the boat, will, if a fine day, enjoy the sail, calling at Murray Bay (Malbaie), as on the downward trip, and afterwards making straight for Quebec. Those tourists taking the train at Rivière du Loup can make connection at Point Levi, which is opposite to Quebec, with trains for the White Mountains, the next place at which we purpose stopping with them. Those who still keep to the boat, on arrival at Quebec, will probably prefer lying over a day, for rest, before proceeding on their journey.

From Point Levi there is not much to be seen, and we therefore advise our travellers, as soon as possible after getting

on the train, to get a sleeping berth, have a good night's rest, and be in good trim on reaching the White Mountains. At Richmond Station, which is the junction with the main line of the Grand Trunk Railway, our tourist can have a comfortable meal.

Twenty-five miles from Richmond is the flourishing manufacturing town of Sherbrooke. Here tourists going *via* the Connecticut and Passumpsic River R. R. will change cars.

Sherbrooke is an incorporated town, capital of the County

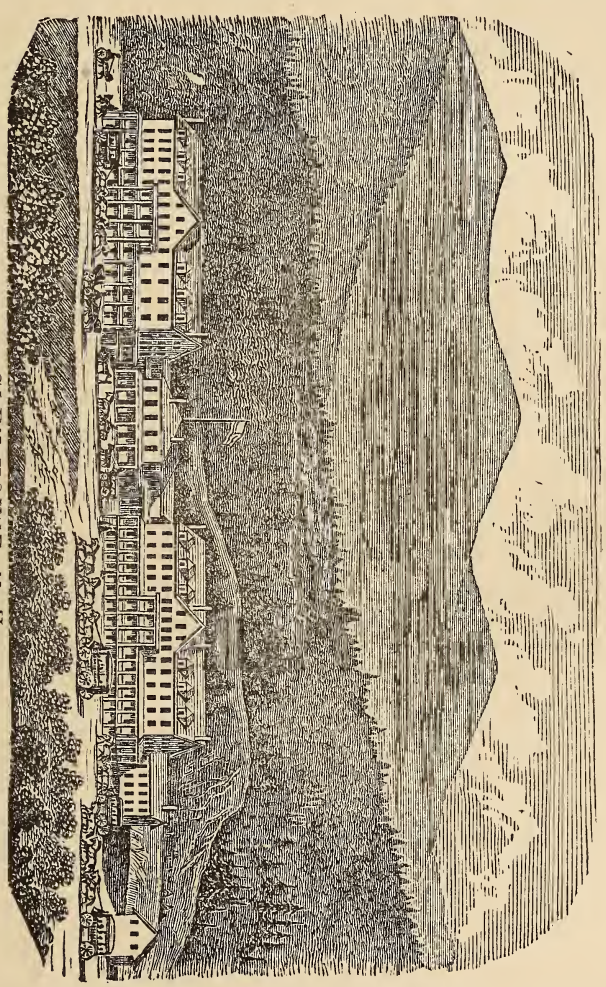
SHERBROOKE, THE CHIEF TOWN IN THE EASTERN TOWNSHIPS.

of Sherbrooke, on both sides of the River Magog, and on the Grand Trunk and Massawippi Valley railways, 101 miles east of Montreal.

It contains the head office of the Eastern Townships Bank, the chief office in Canada of the British American Land Company, several insurance agencies, churches of five or six denominations, an academy, many stores, and manufactories of woollen and cotton cloths, flannels, iron castings, machinery, axes, pails, etc.; also saw mills, breweries, etc. Population about 6,000. The Sherbrooke House, B. Chamberlin, proprietor, is a large and comfortable hotel. Tour-

ists taking the Connecticut and Passumpsic River and Massawippi Valley Railway will, at Newport, connect with the South Eastern Railway.

Continuing our tour *via* Grand Trunk we will, in about seven hours, find ourselves, after a very pretty ride through a mountainous country, at Gorham, and on landing will find



GLEN HOUSE, N. H.

coaches in readiness to take us to the Glen House, eight miles distant. There are numerous drives around Gorham, which are all exceedingly pretty. It is a point from which the beauty of the range of Mount Moriah, Carter, and the

Imp may be viewed to the best advantage. The Alpine House, a fine hotel lately erected by the Grand Trunk Railway is situated here, W. & C. R. Milliken are the proprietors, The house is handsomely furnished, and presents in all its appointments thorough accommodations.

The first desire of the tourist when he arrives at Gorham is to learn how to reach most readily the celebrated Mount Washington. Taking his seat in the coach he soon reaches the

GLEN HOUSE,

which occupies a picturesque location in the valley of the Peabody River, at the base of Mount Washington. Its position in this vast arch of nature is at once striking and interesting to the tired traveller, who, drawing nearer the spot, finds the atmosphere of hospitality surrounding the house, the life and bustle of the entrance, a noticeable contrast to its isolation, and a pleasant welcome after a long day's journey.

A piazza extends the entire length of the house, and commands extensive views of Mounts Washington, Jefferson, Adams, Madison, the head of Tuckerman's Ravine, and the Carter Range, all of which may be considered unrivalled among the many sublime aspects of the far-famed New Hampshire Hills. The grandeur of this spectacle is a constant and unfailing source of delight to all lovers of mountain scenery.

The hotel is kept by Messrs. W. & C. R. Milliken. Stages connect this hotel with the Grand Trunk Railway at Gorham, 8 miles; Portland and Ogdensburg Railway at Glen Station, N. H., 15 miles; Eastern Railway at N. Conway, 20 miles; and Mount Washington Railway, at summit of Mount Washington, 8 miles.

ASCENT OF MOUNT WASHINGTON.

The carriage road, a triumph of engineering skill, was

opened in 1861. The carriage grade is 12 feet in 100. So beautifully constructed is the road that no more discomfort is experienced than in the same amount of riding upon any other road. During the first four miles the road winds among the forest trees until we reach "the Ledge," where the road emerges from the forest and the beauties of the ascent begin. From this point the road winds along the verge of a deep ravine, between Mounts Washington, Clay and Jefferson. Passing onward we have a most charming view of the Saco Valley. The path now rises on a series of plateaus, and ascending the last part of the steep cone we stand upon the summit. What a magnificent prospect! "A horizon of nearly 600 miles bounds the prospect, and the mountain peaks stand on every side as sentinels. Formerly there were two hotels on the summit. These have been united under one management, and is now known as Mount Washington House. To enjoy the mountain scenery it is advisable to remain over a night, and, if it be clear, the gratification will be complete." The sunset is magnificent beyond description. As the sun sinks in the west, the shadows of the mountains enlarge, and extend far and wide.

The great pyramidal shadow of the Summit travels along the eastern landscape, gradually darkening green fields, pleasant lakes, winding rivers, and the snug hamlets that line their shores, till, reaching the horizon, the apex actually seems to lift itself into the haze. The line of ocean is now distinctly visible. The western mountains are glowing with golden light. The sun goes down in a blaze of glory. Then, as the shadows deepen, the mists begin to collect on the surface of every lake, and pond, and brook, till it seems as though each little sheet of water was blanketed and tucked in beneath its own coverlet of cloud, to spend the night in undisturbed repose. Soon the Great Gulf, the deep ravines on either side, are filled with vapor, which, accumulating every moment, come rushing up the slopes of the moun-

tain till all the hollows are full clear to the brim. Then the surrounding summits peer out, lifting their heads above the dense masses. It seems as though one could walk across to Clay, Jefferson, Adams and Madison upon this broad platform of mist. Should this phenomenon occur before sunset, as sometimes it does, the effect is indescribably beautiful

EMERALD POOL.

and grand, as though bridges of burnished gold had been thrown across the deep chasms from mountain top to mountain top. Through the long twilight these magical and shifting scenes continue till the hour of retiring comes. At early dawn the traveller is aroused to witness the reverse of the picture which he saw on the previous evening. The sun comes up from the sea, the great pyramid of shadow

beginning in the west gradually contracts, the little cloud blankets rise from the lakes and float away into the upper air, and the sun, "as a bridegroom coming out of his chamber," clothed in light, "rejoiceth as a strong man to run a race."

GLEN ELLIS FALLS.

There are many other pleasant trips to be made from the Glen House, one being a ride to the Imp, passing the Garnet Pools, where the rocks for some distance are curiously worn and polished by the action of the water. Next are the Thompson Falls, a series of delightful cascades and water slides. We then reach the

EMERALD POOL,

a beautiful spot, the theme of many a poet's song, and a

subject for the artist's pencil. After tossing and tumbling among rocks here the pool flows into a quiet basin, where resting itself for a short time, it again emerges to recommence its toilsome journey.

Four miles from the hotel is situated the

GLEN ELLIS FALLS,

a narrow cataract which falls from a great height into a shallow basin below. This fall is very beautiful, and amply repays the time occupied in reaching it.

We must next visit the

CRYSTAL CASCADE,

about one mile from the Glen Ellis Falls. Its descent is about eighty feet. At Glen Ellis the whole stream pitches

in one tide, but here the water is spread to the utmost, and the appearance of the cascade has been compared to an "inverted liquid plume," a very happy simile.

TUCKERMAN'S RAVINE

is a tremendous gulf on the south side of Mount Washington. It has been called the Mountain Coliseum, and it is hard to realize the grandeur of the scenery here presented.

We now leave the Glen and continue our journey to the Crawford House. The stages run twice a day to connect with the trains of the Portland and Ogdensburg R. R. at Glen Station. On leaving the Glen House the road lies towards the south. Passing onward we enter

PINKHAM NOTCH,

passing through which we speedily reach Jackson. A mile beyond this are the Goodich Falls, the largest perpendicular fall to be seen among the mountains. Soon after leaving the falls we reach Glen Station, where we take the cars. As we proceed up the Saco Valley we have before us to the left the three peaks of "Tremont," and directly behind we see the noble form of old Kiarsage. At last

CRAWFORD NOTCH

bursts upon our view, and looking up the gorge we have Mount Webster on our right, Willey on the left, with Mount Willard forming the centre of the picture.

Descending into the Notch, a short distance brings us to a point where stands the Willey House, at an elevation of two thousand feet. It is pointed out to the traveller as the residence of the Willey family, who perished by an avalanche from the mountain over thirty years ago.

The road now winds up a narrow ravine for about three miles, and as this is generally traversed towards evening,

the scene is one of gloomy grandeur. With dark rocky walls, 2000 feet high on either hand, we feel our own nothingness, and a feeling of relief is experienced when we emerge from the defile, and see but a short distance before us

THE CRAWFORD HOUSE,

a large new edifice, very commodious and agreeable.

CRAWFORD NOTCH—WHITE MOUNTAINS.

Pleasant piazzas outside, and spacious halls within, well furnished parlors, and handsome dining rooms, the tables loaded with the delicacies of the city and the substantial articles of

MAP
of the
WHITE MOUNTAINS
ENGRAVED FOR CHISHOLM'S
All Round Route and Panoramic Guide
OF THE St LAWRENCE.
Sherbrooke
South Eastern R. R.
Newport
Grand Trunk R. R.
Graveton Jc.
St Johnsbury
Passumpsic R R
Danville
Connecticut R.
Barnet
Lyndon
Littleton
Whitefield
Jefferson
Stairway Mt
Randolph Mts
Randolph Hill
Gorham
Alpine House
Mt Surprise
Berlin Falls
Mt Hayes
Lead Mine
Mt Madison 5,400
Mt Adams 5,200
Mt Jefferson 5,100
Mt Clay 5,100
Mt Pleasant 4,200
Mt Franklin 4,000
Mt Clinton 4,200
Mt Jackson 4,800
Mt Washington 6,285
Tip-Top House
Summit House
Mt Monroe
Mt Royce
Mt Carter 4,000
Mt Willard
Notch
Crawford House
Glen House
Mt Deception
Mt Eisenhower 4,100
Mt Moriah 4,700
Imp Mt
Bethlehem
Bethlehem Junction
Profile House
Profile Lake
Eagle Cliff
Mt La Fayette
Mt Lafayette House
Echo Lake
Franconia
Franconia Notch
Cannon Mt
Peaked Mt
Haystack Mt
Twin Mt
Ore Hill
Gardners Mt
Lisbon Gold Mines
Wells River
Woodsville
Hold Hill
Cobble Hill
Newbury
Sugar Loaf
Mt Pemigewasset 4,100
Flume House
Pemigewasset R.
Boston
Owls Head
Blue Mt
Moosehillock
Harvard Falls House
Mt Cushman
Haverhill
Concord
Hebron
Meredith House
Hotel Mines
Warren
Mt Kinsley
Woodstock
Wonoska Mt
Cone Mt 1,000
Bird Mt
Mt Osceola 4,300
Vose Hill Mt
Hold Back 4,100
Whiteface 4,500
Bird Mt 3,400
Passaconaway 4,200
Chocorua 3,900
Swift R.
Conway
Bridgton
Sawyers Mt
Sunday Mt
Cuba Mt
Fairlee
Oxford
Connecticut River
Lyme
Cam Mt
Wentworth
Thornton
Campton
Campton Mt
Squam Mt 4,000
Squam Lake
Holderness
Wakondon Lake
Shaw Mt
Smarts Mt
Rattlesnake Mt
Livermore Falls
Baker's R.
Prospect Mt
Red Hill
Centre Harbor
Moultonborough
Sandwich
Tamworth
Tuftonborough
Ossipee
Ossipee Lake
Ossipee Mt
Mt Chocorua
Madison
Eaton
Conway
Saco R.
Swift R.
Walkers Pond
Legion Mt
Oak Hill
Bartlett
Glen Ellis Falls
Glen Falls & Conway Branch R. R.
Eastern R. R.
Portland & Ogdensburg R. R.
Berlin Falls
Gorham
Shelburne
Androscoggin R.
Peabody R.
Moose Mt
Hanover
Central Vermont R. R.
Connecticut & Passumpsic River R. R.
White River Junction
Enfield
Mt Cardigan
Canaan
Lebanon
Croydon Mt
Bristol
Newfound Lake
Pemigewasset R.
Plymouth
Pemigewasset House
Squam Lake
Shaw Mt
Winnipesaukee Lake
Long I.
Weirs
Lake Winnisquam
Long Hop
Dolliver Mt
Lake Village
Laconia
Diamond Pd
Meredith
Centre Harbor
Wolfeboro
Wolfeboro Falls
Smith River
Bristol
Schoodac Mt
Danbury
North R. R.
Bristol Branch
Mt Kearsarge
Warner
Contoocook R.
Concord
Hooksett
Manchester
Nashua
Nashua R.
Merrimack R.
Amoskeag Falls
Suncook R.
Pembroke
Epsom
Northwood
Deerfield
Candia
Raymond
Exeter
Exeter R.
Hampton
Hampton Falls
Seabrook
Portsmouth
Piscataqua R.
Kittery
Eliot
Salmon Falls R.
Great Falls
Somersworth
Rochester
Dover
Cocheco R.
Newmarket
Durham
Lamprey R.
Oyster R.
Bellamy R.
Great Bay
Merrimack R.
Amoskeag Falls
Suncook R.
Pembroke
Epsom
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Candia
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Exeter R.
Hampton
Hampton Falls
Seabrook
Portsmouth
Piscataqua R.
Kittery
Eliot
Salmon Falls R.
Great Falls
Somersworth
Rochester
Dover
Cocheco R.
Newmarket
Durham
Lamprey R.
Oyster R.
Bellamy R.
Great Bay

the country. These, with numerous other attractions provided by the courteous proprietors, Messrs. A. T. & O. F. Barron, combine to render a week's visit to the mountains all that could be desired. The hotel is lighted with gas throughout. Our space will not permit of an extended notice of all the points of interest encircling this spot. The tourist will be delighted with the view of the Notch from this point. A visit to Mount Willard will certainly be made. The ascent is very easy and pleasant, while the view from the summit affords more pleasure than far more lofty peaks. Near the summit is a remarkable cavern, worthy of a visit. In the Notch are many points of interest. The Flume, three-quarters of a mile from the hotel, derives its name from the narrow and deep ravine through which the waters of a mountain stream rush with great rapidity. Silver Cascade, Sparkling Cascade, and Gibb's Falls, will certainly receive a visit. The great feat, however, will be the ascent of Mount Washington, distant about nine miles from the hotel. There are special attractions in the old bridle path, which to many surpass those of stage or railway travel, therefore it is not to be wondered at that so many ascend by this route. We first scale Mount Clinton, 4,200 feet, from the summit of which a noble view is obtained. We now descend to the ridge which joins Clinton to Mount Pleasant, and, taking the path around the southern side of the mountain, we come to a plain lying at the foot of Mount Franklin, which we ascend, and the view is extremely grand. Passing Mount Monroe, several hundred feet below the summit, and winding round it, we gain our first view of Mount Washington, which we ascend by the south-western side. The view from the summit we have already described. From our lofty position we shall descend by the Mount Washington Railway.

This road was commenced in 1866, and the success which has attended the enterprise has been very marked. Few

people now visit the mountains without making the journey one way at least by rail. The descent to the terminus is 2,625 feet, the terminus being 2,668 feet above the water. The greatest grade is 1,980 feet to the mile. The road is most substantially built, and, beside the usual rails, there is a centre rail, of peculiar construction, to receive the motive power. This consists of two bars of iron with cross pieces every four inches, and a centre cog-wheel in the locomotive plays into this rail.

"The locomotive, as it first comes out of the house, has the appearance of being ready to fall over. As soon as it commences the ascent it stands upright, the slant being given to it to secure more uniform action. The driving wheel is geared into a smaller wheel, which connects directly with the crank. Four revolutions of the engine are required to make one of the driving wheel, thus sacrificing speed to power. The engine is not connected to the car, but simply pushes the car up the track. On the return it allows the car to follow it down at a slow rate of speed.

"To protect the train from accident, a wrought-iron dog constantly plays into notches on the driving wheel, so that, if any part of the machinery gives way, the train is arrested where it is. There are also the usual friction brakes, and in addition, atmospheric brakes on each side of the car. These last alone are sufficient to stop the car and hold it in any position.

"The cars are comfortable and easy, and the trip is made without danger or fatigue. The cars are provided with seats placed at an angle, which brings them nearly on a level on the ascent. They all face down the mountains. There is, however, an isle in the car, and platforms at each end, so that views may be had from all directions."

Having reached the lower terminus of the railroad, we proceed by rail to the Fabyan House, or Crawford House, at either of which points we may, if desirable, take the Portland and Ogdensburg Railway to North Conway and Portland or Boston. Visitors at the mountains, in whose itinerary the "Portland and Ogdensburg" may not have been included, will find trains conveniently arranged for excursions from the "Crawford" or "Fabyan" Houses, through the celebrated White Mountain Notch, to North Conway and back, or to the cool and bracing airs and numerous attractions of Portland and the sea shore resorts in its vicinity. On page 180 we fully describe this pleasant route.

We now propose starting on a tour from the terminus of the Mount Washington Railway, the Franconia Range. Passing the Fabyan House, a fine new hotel, we speedily reach the lower Ammonoosuc Falls, a singularly beautiful and attractive cascade. Still further onward and

THE TWIN MOUNTAIN HOUSE

appears in sight. This house is owned and kept by the Messrs. A. T. and O. F. Barron, of the Crawford House, and the Junction House at White River Junction (on the

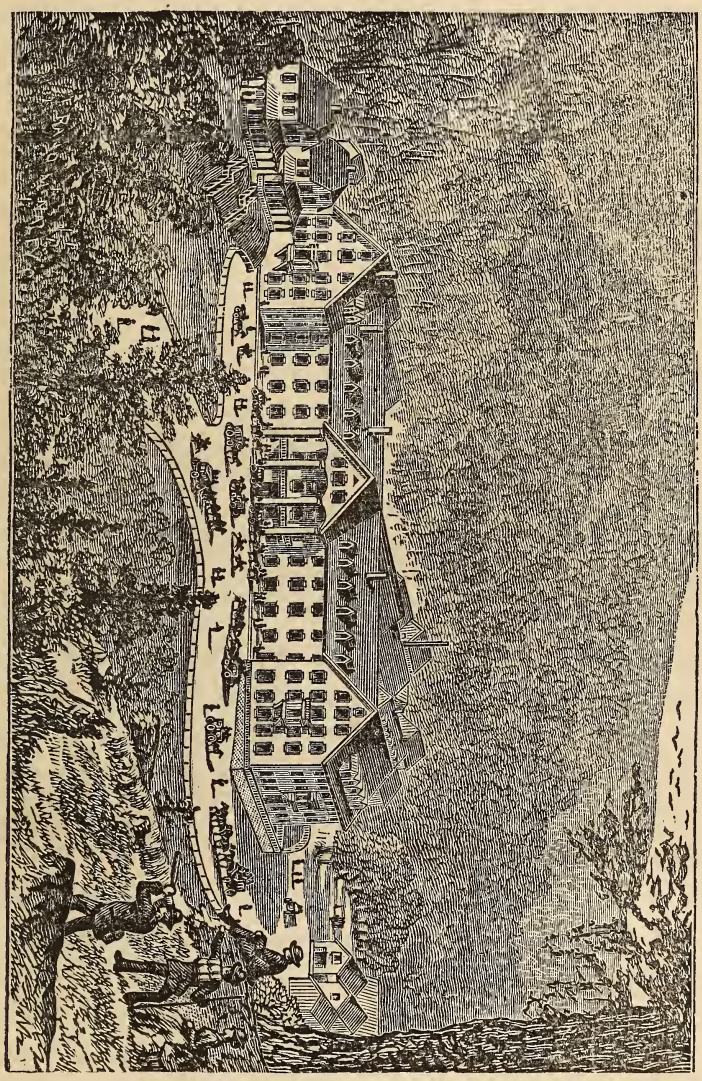
Central Vermont Railway). It has for years maintained an excellent reputation, and yearly attracts a large number of guests. It is situated at the junction of the roads leading to Whitefield and the Profile House, and is also the terminus of the White Mountain Railroad from Wing Road. Having rested, we make our arrangements for our mountain trips, and shortly after leaving the hotel, we cross the Ammonoosuc Bridge and enter the village of

ECHO LAKE.

Bethlehem, a place of considerable attraction for persons spending a few weeks in this region. Pursuing our onward course we ascend a high hill, from the summit of which we have the whole of the Franconia Ridge before us, while to the right is the Notch, with its dark opening. Descending the hill and coursing the valley, we begin the ascent of the Notch, and threading our way along its ravines, we reach the

PROFILE HOUSE, FRANCONIA NOTCH,

which has accommodation for five hundred guests, on the most liberal and extensive scale. The ample grounds, commanding wide and beautiful views, are crowded during the



PROFILE HOUSE.

pleasure season with a happy company, gathered from all parts of the land, who find here that cleanliness and atten-

tion, with that ample and substantial profusion of viands which mountain air and exercise make, more than elsewhere, a necessity.

The parlor and dining hall are spacious and elegant (about 100 by 50 feet area), and are lighted with gas. The telegraph runs to this point, and the man of business may receive his mails with regularity, and send his commands along the wires, while he gathers strength in the mountain air, and marvels among the mysteries of the hills. Many improvements are yearly made. The furnishing is elegant and complete, and the location superior.

Stages leave, twice each day, for Plymouth, via the Pemigewasset Valley, and Littleton, connecting with express trains on the Boston, Concord & Montreal Railroad, also stages each day for Bethlehem, connecting there with rail for Twin Mountain and Fabyan Houses.

FRANCONIA NOTCH.

The Franconia hills, with their beautiful scenery, are the theme of admiration to the tourist.

The grandeur is not overpowering, as at the White Mountains, but, for quiet beauty and repose, the Notch cannot be excelled.

Near the Profile House, northward, a short distance, lies

ECHO LAKE,

a body of water of great depth and transparency. It is one of the greatest charms of the region. From the centre of the lake a voice, in ordinary tones, will be echoed distinctly several times, while the report of a gun breaks upon the rocks like the roar of artillery. The Indians believed that these echoes were the voice of the Great Spirit.

Our space forbids lengthy notices of all the parts of interest in this vicinity. We shall therefore merely name the more prominent.

Eagle Cliff, a magnificently bold promontory, almost overhangs the hotel; but the sight of sights is the celebrated Profile, or Cannon Mountain, directly opposite the cliff. It derives the latter name from a group of mighty rocks upon its summit, which, viewed from the hotel, look like a mounted cannon. The former name, however, is its most familiar title.

THE PROFILE.

This wonderful eccentricity, so admirably counterfeiting a human face, is 80 feet long from the chin to the top of the forehead, and is 1,200 feet about the level of the road, being yet far below the summit of the mountain. This strange apparition is formed of three distinct masses of rock, one making the forehead, another the nose and upper lip, and a third the chin. The rocks are brought into the proper

relation to form the profile at one point only, namely upon the road through the Notch, a quarter of a mile south of the Profile House. The face is boldly and clearly relieved against the sky, and, except, in a little sentiment of weakness about the mouth, has the air of a stern, strong character, well able to bear, as he has done unflinchingly for centuries, the scorching suns of summer and the tempest-blasts of winter. Passing down the road a little way, the "Old Man" is transformed into a "toothless old woman in a mob cap:" and soon after, melts into thin air, and is seen no more. Hawthorne has found in this scene the theme of one of the pleasantest of his "Twice-told Tales," that called "The Great Stone Face."

Profile Lake, a beautiful little body of water, lies at the base of the Mountain.

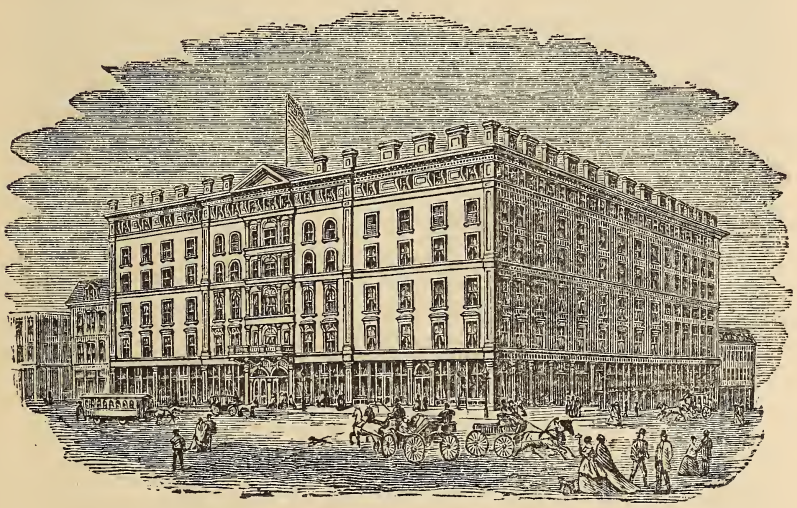
Mount Lafayette, 5,280 feet high, is the monarch of Franconia. Walker's Falls is a most picturesque mountain cascade. The Basin, five miles south of the Notch, is a remarkable spot. Pemigewasset River has here worn curious cavities in the rock. The basin is 45 feet in diameter. It is nearly circular, and has been gradually worn to its present shape by the whirling of rocks round and round in the current. Just below the Basin is

THE FLUME,

one of the most famous of all the Franconia wonders.

Leaving the road, just below the Basin, we turn to the left among the hills, and, after a tramp of a mile, reach a bare granite ledge, 100 feet high, and about 30 feet wide, over which a small stream makes its varied way. Near the top of this ledge we approach the ravine known as the Flume. The rocky walls here are 50 feet in height, and not more than 20 feet apart. Through this grand fissure comes the little brook which we have just seen. Except in seasons of

freshets, the bed of the stream is narrow enough to give the visitor dry passage up the curious glen, which extends several hundred feet, the walls approaching, near the upper extremity, to within ten or eleven feet of each other. About midway, a tremendous boulder, several tons in weight, hangs



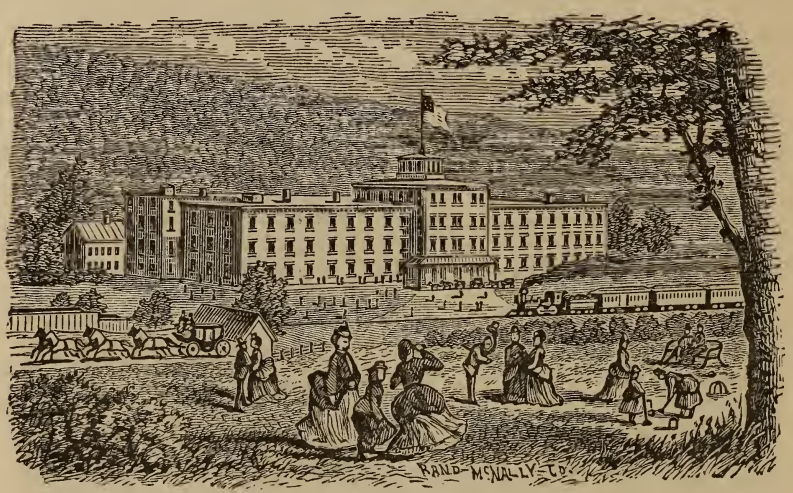
FALMOUTH HOTEL, PORTLAND, ME.

suspended between the cliffs, where it has been caught in its descent from the mountain above. A bridge, dangerous for a timid step, has been sprung across the ravine, near the top, by the falling of a forest tree. The Cascade, below the Flume, is a continuous fall of more than 600 feet, the descent being very gradual.

SILVER CASCADE, OR THE SECOND FLUME.

The Pool, a wonderful excavation in the solid rock, and the Georgiana, or Howard Falls, complete the lions of this region.

If the tourist desire, he may continue his stage ride to Plymouth, and return to New York or Boston, via Boston, Concord, Montreal and White Mountain Railroad and its connections.

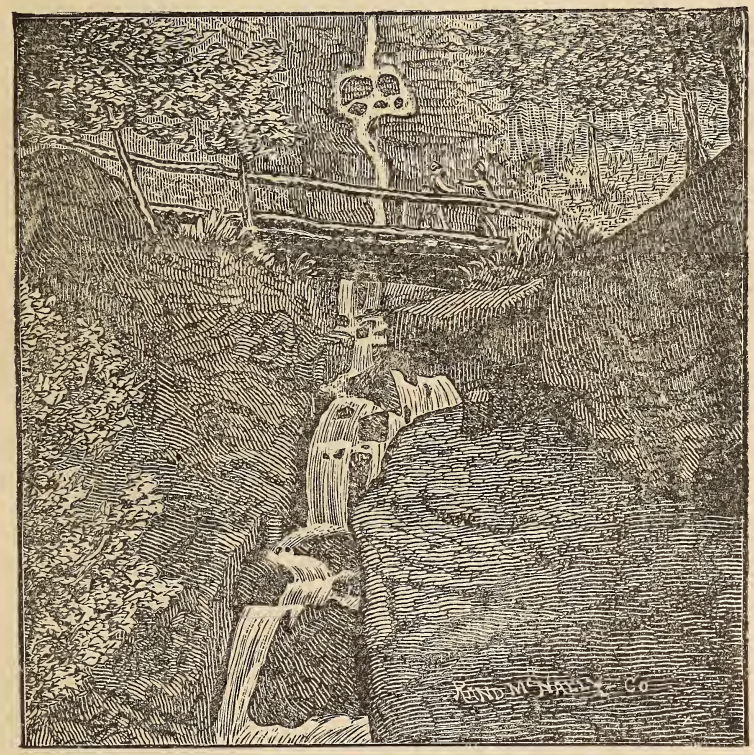


THE FABYAN HOUSE.

This new and first-class house is the largest and most complete of the hotels in this section of the mountain; the accommodations are for four hundred and fifty guests, and are on the most liberal scale. The view from its piazzas is directly upon Mount Washington and the mountain railway. Mr. Lindsay, formerly of the Eagle Hotel, Concord, and Mr. J. M. French, formerly of the Pemigewasset House, Plymouth, N.H., will do honor to their position as proprietors, and their past experience is a guarantee of future success. A large farm is connected, supplying milk and other luxuries. The Fabyan House has been built by a company, who saw the need of a better house in this section to accommodate the greatly increasing travel. Two hundred thousand dollars have been invested in buildings and farm. Spacious and high-studded rooms, telegraph office, first-class livery, billiard-room, bath-room, band of music,

etc. The elevation is 2,000 feet above sea level. No hay fever or asthmatic difficulties. Best Concord coaches, with experienced drivers, run to the foot of Mount Washington Railway, connecting with trains up the mountain side.

Having thus briefly described all the principal points of interest in and about the "Switzerland of America," we shall exercise the liberty given to "Knights of the Quill,"



SILVER CASCADE.

and shall imagine ourselves at once transported over the mountain peaks to our starting-point at Gorham.

Leaving the White Mountains with all their varied attractions we once more take our seat in the train and proceed to Portland. We will find ourselves whizzing along through a magnificent mountainous country, which probably excels anything of its kind in America, and we recommend a good

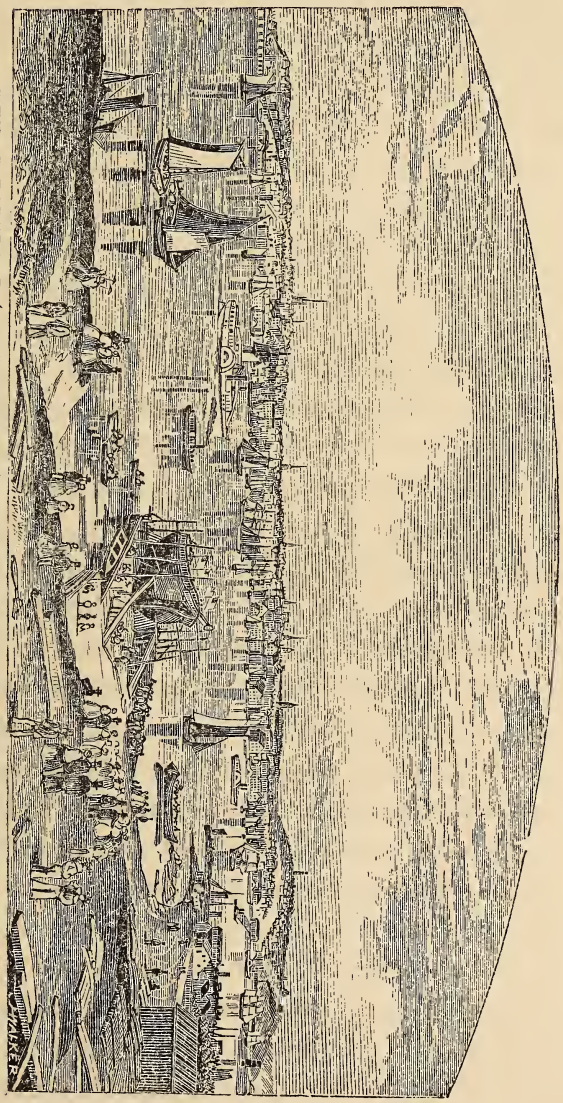
look-out being kept during the journey, for the scenery cannot fail to please. On arrival at Danville Junction those desirous have time to obtain refreshments, and persons who are accustomed to travel know that it is just as well to take good care of the inner man, so as to be securely fortified against the fatigue that always, more or less, attends long journeys.

PORTLAND.

FTER leaving Danville Junction, nothing of note is seen until a short distance off Portland, when we come in sight of the Atlantic, and feel the sense of pleasure which is experienced on getting near home after a long absence. Arriving at Portland, the principal city of Maine, our tourist will feel virtually at home at the Falmouth Hotel—the largest first-class hotel in the State, and second to none in New England—or at the Preble House. To those who have never been in Portland, and can spare the necessary time, we would say, spend a day or two there by all means. It is one of the most pleasant and agreeable cities in the Eastern States, with wide streets and avenues nicely kept, well meriting its title, "The Forest City."

Portland is handsomely situated on a peninsula occupying the ridge and side of a high point of land, in the southwest extremity of Casco Bay, and, on approaching it from the ocean, is seen to great advantage. The Harbor is one of the best on the Atlantic coast, the anchorage being protected on every side by land, while the water is deep, and communication with the ocean direct and convenient. It is defended by Forts Preble, Scammell, and Gorges, and dotted over with lovely islands. These islands afford most delightful excursions, and are among the greatest attractions of the vicinity. On the most elevated point of the peninsula is an observatory, 70 feet in height, commanding a fine view of the city, harbor, and islands in the bay. The misty forms of the White Mountains, 60 miles distant, are discernible in

clear weather. The original name of Portland was Muchigonee. It was first settled by the whites as an English colony in 1632, just two centuries before the charter of the present city was granted. On the night of the 4th of July,



CITY OF PORTLAND (ON CASCO BAY), THE CHIEF SEAPORT OF THE STATE OF MAINE.

1866, a fire occurred which swept away nearly one-half of

the whole business portion of the city. The entire district destroyed by the fire has been since rebuilt, most of the stores and dwelling-houses having Mansard roofs, which give a most picturesque and charming appearance to the city.

Portland is elegantly built, and the streets beautifully shaded and embellished with trees, and so profusely that, before the fire, they were said to number no less than 3,000. Congress Street, previous to the fire the main highway, follows the ridge of the peninsula through its entire extent. Among the public buildings of Portland, the City Hall, the Post-office, and some of the churches, are worthy of particular attention. The collection of the Society of Natural History, organized 1843, was totally destroyed by the fire, but has since been erected again, and now comprises a fine cabinet, containing specimens of the ornithology of the State, more than 4,000 species of shells, and a rich collection of mineralogical and geological specimens, and of fishes and reptiles. The Library, incorporated in 1867, has a collection of 10,000 volumes, and the Mercantile Library possesses also many valuable books. The Marine Hospital, erected in 1855, at the cost of $80,000, is an imposing edifice. J. B. Brown's extensive sugar-refinery, wholly destroyed by fire, was rebuilt and in full operation in sixty days. These extensive buildings, among the most imposing structures in the city, are now occupied by the Portland Packing Company, preservers of provisions by hermetically sealing in tins, the largest manufacturers of this class of goods in the world, operating over twenty different establishments in the British Provinces, and Maine, and having agencies in every part of the habitable globe. To give a slight idea of the extent of their business, it is stated that they use over one hundred thousand lobsters a day, and pack over one hundred thousand tins of sugar corn, besides a great variety of other articles, such as mackerel, salmon, beef, mutton, poultry, fruit, etc., etc. The two first-named articles espe-

cially, known as Star lobster and Yarmouth sugar corn, are largely shipped, and travellers mention having found their well-known labels upon cans scattered about the great pyramids, in the desert, and upon the highest mountain peaks, perishable monuments, it is true, of their usefulness to mankind, but, nevertheless, speaking ones. Within the past few years water has been introdnced into the city from Sebago Lake.

In the vicinity are pleasant drives (notably the one to Cape Elizabeth), and the islands in the harbor furnish material for delightful water pic-nics and excursions.

It has been affirmed by travellers that among the finest scenery in the world is that which is visible from the Observatory in Portland. A most enchanting prospect is presented by sea and land, of which the city forms the central object, and the White Mountains, with the broad Atlantic, mark the boundaries east and west. All these combine to make Portland a place worthy of the tourist's notice.

"The beautiful town that is seated by the sea."

Cape Elizabeth is a very favorite resort; being but a few miles out of the city, an afternoon cannot be better passed than by taking a drive out there. Excursions can also be made to the "Ocean House" and "Orchard Beach," both of which are exceedingly pleasant. Then there are the 365 islands, including "Cushings," most of which can be reached by ferry-boat or yacht, and where there are always to be found a great many visitors seeking health and relaxation from business. At several of these islands good hotels are to be found.

In no way is the progress of a city more decidedly marked than by noticing the efficiency of its leading journals. In Portland, the leading (Republican) paper is the *Portland Daily Press*, which not only heads the list in point

of circulation, having the largest in the State, but also in point of size—it being in this particular also the largest.

PORTLAND AND OGDENSBURG RAILROAD.

THIS new road offers superior attractions to pleasure-seekers, and no one visiting Portland or the White Mountains should fail to make a trip to some of its favorite resorts. The road is now completed through the famous "White Mountain or Crawford Notch," and running by the "Crawford" and "Fabyan" Houses, ninety miles from Portland, it furnishes a most attractive and expeditious route to those points and the summit of Mount Washington. A trip over the "Portland and Ogdensburg" comprises in itself one of the grandest and most exciting features of the entire White Mountain tour—the ride through the "Notch." The road is built upon the mountain side, some hundreds of feet above the valley and highway, and the uninterrupted view from the cars reveals many interesting and extensive scenes, unknown to travellers by the old and now discontinued stage route—at the same time retaining all the attractions of that delightful ride through this remarkable pass. But little more than three hours is necessary to effect the transition from the sea-coast to the very heart of the mountains, and a day can be filled with constant pleasure by a jaunt from Portland to

NORTH CONWAY, CRAWFORD'S OR FABYAN'S.

A FEW hours spent in visiting the natural attractions of those resorts, and the return to Portland in the evening. The route of the Portland and Ogdensburg Railroad lies up the lovely valleys of the Presumpscot and Saco Rivers, skirts for three miles the shores of Sebago Lake and passes through the beautiful towns of Hiram, Brownfield, Fryeburg and Conway, with their broad intervals flanked by lofty mountains and jewelled with the gleaming waters

of winding stream and placid lake. Landscapes of woodland, meadow and cultivated tracts, dotted with pleasant villages; rivers with their changing moods of gentle currents, hurrying rapids and leaping waterfalls; lakes and ponds of varying form and size, mirroring in their depths the beauties of earth and sky, and mountains of gradually increasing height from the low eminence, crowned perhaps with thrifty farms or forest growth, to bald and rugged peaks towering above the clouds, fill the view from the beginning to the end of the journey. You can breakfast in Portland, make the trip to the mountains without fatigue, dining at the famous mountain hotels, and return to Portland early same evening, or you can make the excursion. according to the time at your disposal, of longer duration by stopping over at the many points of interest en route, and resuming the journey at pleasure, as two or more through trains are run daily during the summer season.

It may be added that this route from Portland, up the Saco Valley through Hiram, Fryeburg and Conway, and so on to the mountain resorts, was a favorite in the early days of White Mountain travel, before the swift and commodious railroads from other directions had supplanted the stage coach. It has been pronounced the finest of all the approaches to the mountains, and now that the trip this way can also be accomplished behind the "Iron Horse," we may expect the route to regain its old-time popularity, multiplied by the largely increased tide of visitors to the glorious "White Hills."

PORTLAND TO HARRISON, AND RETURN VIA SEBAGO.

SEBAGO Lake, situated seventeen miles from Portland, forms part of a navigable water extending from the Lake Station on the P. & O. R. R., to Harrison, thirty-four miles distant, and

comprising the Lake, Songo River and Long Pond, the two larger bodies being connected by the Songo. The Lake is fourteen miles long by eleven wide, in widest part, and its waters are bounded by shores of varied form and attractiveness, with fine views of the distant mountains. An hour's sail brings us to the mouth of the Songo, whose channel extends in serpentine windings six miles to overcome the mile and a half interval, "as the crow flies," separating Sebago from Long Pond. The sail up this beautiful stream is one of novel and exciting interest, its narrow and tortuous course between low banks thickly wooded to the water's edge, or relieved here and there by small clearings and meadow lands; the lock at the head of the river through which the level of the upper waters is gained, and the spirit of quiet restfulness and retirement prevading all, being long remembered by those fortunate enough to enjoy the pleasures of this remarkable excursion. Passing out of the river we enter Long Pond, which, including its subdivisions, known as the "Bay of Naples," and "Chute's River," is fourteen miles long, and averages in width about one and one half miles. The character of its scenery differs from the surroundings of Sebago—the shores being more irregular in outline and of higher elevation at many points. The land adjoining the Pond is dotted with many farms and villages—Naples, Bridgton, North Bridgton and Harrison being places of considerable business, and noted as pleasant summer resorts. Two steamers ply in summer over these waters, making the round trip, daily, between Sebago Lake and Harrison, and connecting at the Lake Station with trains of the Portland and Ogdensburg Railroad. Parties can leave Portland in the morning, make the trip to Harrison and back, thus enjoying a fine inland water excursion of sixty-eight miles, and, on return to the lake, take cars either for Portland or North Conway and the mountains, arriving at destination early same evening.

Many other points of attraction are found in a trip over the Portland and Ogdensburg, but our space will not admit of their enumeration. We can only advise all who have opportunity to become personally familiar with, at least, some of the features of this inviting pleasure route.

NORTH CONWAY,

on the line of the Portland and Ogdensburg Railroad, is a favorite resort much frequented by artists and tourists, lies just at the portal to the White Mountains, whose snow-capped peaks form the back-ground for the most delightful views. The village lies at the foot of the grand old Kiarsage Mountain. The principal hotel is the Kiarsage House, Messrs. Thompson & Sons, proprietors. This house has been entirely reconstructed recently, and now embraces 150 rooms for guests. A fine plank walk is laid from the station to the hotel. From this point the whole range of the White Mountains is easily accessible.

LAKE SEBAGO,

meaning in Indian a "stretch of water," is in some places four hundred feet deep, and is bounded by the towns of Standish, Raymond, Casco, Naples and Sebago. The Lake is traversed by two new and elegant side-wheel steamers, the "Sebago" and the "Mt. Pleasant," of similar size and design. Each is about 87 feet long by 24 feet beam, contains a promenade deck 72 feet long. Steaming up the Lake at the rate of fourteen knots an hour, we pass on our right, Indian Island, with an area of seventy-five acres little One Tree Island, with its scraggy old stub surmounted with an eagle's nest; and soon approach, on our left, Frye's Island, with its thousand acres of dense forest. Sailing up its eastern shore, we enter the "Notch," a narrow neck of water between the island and Raymond Cape, five miles from the Lake Station. At this point the island, with its rocky beach, green slope, primitive cottage, and wooded

back-ground, forms a pleasant picture, often enlivened with the tents of camping-out sportsmen. Below, on our right, are the celebrated "Images." This curious mass of rock rises perpendicularly from the water nearly 70 feet, and then slopes, in jagged fanciful shapes, to a still further height of some 30 feet. The water at the foot of the precipice is 85 feet deep. Here, too, is the "Cave," which possesses a peculiar interest, from the fact that it was a favorite boyhood haunt of Nathaniel Hawthorne. It is a square aperture, four feet by six, in the solid rock, into which the great novelist was wont to sail in his tiny fishing boat, which he could do to a distance of 25 feet, and then clamber through a short passage to the outer world.

On—still on—and we are now upon the broadest part of the Lake. Flocks of white sea-gulls fly over our heads, while an occasional loon or a bevy of duck start up in alarm at our approach followed by the shots of sportsmen abroad. To the north-east Rattlesnake Mountain is seen and in the same direction, near the lake, is seen the early home of Hawthorne. The scenery on the west is wilder and more rugged. Saddleback Mountain, in Baldwin, is plainly visible, from which the eye roams north-east, beyond the "Great Bay," over the Sebago hills, and farms and forests. Still farther north is Peake Mountain, beyond which the view extends northward to Mount Kiarsage, so blue and cold in the hazy distance, while the White Mountains may be distinctly seen in the western horizon.

Passing up the Songo and Long Lake we reach Harrison village, the terminus of the steamer route. A short ride by coach, or private conveyance, brings us to the foot of

MOUNT PLEASANT.

HE ascent to this is steep, especially as we near the summit, which is 2,018 feet above the level of the sea. Reaching this our toils and restrained curiosity are amply compensated by the magnificent view.

A horizon of three hundred miles bounds the prospect!—a prospect in many respects the finest in New England. Some fifty lakes and ponds may be distinctly seen from the summit by the naked eye, and the view far surpasses that offered from Mt. Washington, being unobstructed by clouds and neighboring mountains, and rich in all the varied characteristics of the beautiful, the sublime, and the picturesque. The comfortable hotel,

MOUNT PLEASANT HOUSE,

is a wooden structure, two stories in height, and well arranged for the comfort and enjoyment of its guests. In connection with the house is a billiard-room, bowling-alley and croquet grounds, while the opportunities for mountain walks, including rambles to neighboring peaks, and along the edge of dizzy precipices, afford ample facilities for enjoyment. Everything possible has been done by the proprietor, Mr. C. E. Gibbs, to make the Mt. Pleasant House easy of access, and an inexpensive, enjoyable, and popular summer resort.

From Portland, two or three different routes can be chosen, according to the time and inclination of the traveller. If desiring to go to New York direct, and preferring a sea passage, the steamers of the Maine Steamship Co. ply regularly, and in fine weather this will be found an exceedingly pleasant trip. The fine steamers Elenora, Franconia and Chesapeake form a line leaving Franklin wharf, Portland, every Monday and Thursday afternoon ; they are fitted up with fine accommodation for passengers; passage, including state-room, $5, meals extra. We shall, however, presume that the majority travelling intend to go via Boston, and, if possible, rest a while in that fine city, rather than hurry on at railroad speed, which cannot but prove tiresome. Therefore to such there is the choice of land or water carriage. The Portland Steam Packet steamers, elegantly furnished,

of thorough sea-going qualities, leave Portland every evening for Boston, the passage occupying about ten hours, and, if adopting this mode of conveyance, passengers are landed after a complete night's rest, free from the weariness attending a journey by railway. Those preferring the road can take the train of the Eastern Railroad. A pleasant ride of 56 miles, and we arrive at the fine city of

PORTSMOUTH,

New Hampshire. It is one of the oldest, most historic and attractive spots on the coast of New England. Within and around it are almost innumerable places and objects of interest to the tourist. It is situated on the westerly bank of the Piscataqua River, which separates the States of New Hampshire and Maine. It was the residence of the Royal Governors in colonial days, and was the first soil of New Hampshire trod by the English. One of the interesting features of the city is the "Governor Wentworth mansion," which was erected by him in 1750. The United States navy-yard is located here. Within a radius of ten miles there are many charming places of resort accessible both by land and water. The ocean view is extensive and very fine. The "Isle of Shoals" is a group of picturesque isles: with their quaint houses and numerous fleet of boats, they are points of great attraction during the summer season, and are seven miles distant from Portsmouth, with steamers plying daily. The principal Hotel in Portsmouth is the "Rockingham House," Mr. Frank W. Hilton, proprietor. It is built on the site of the former residence of Governor Langdon, and is a great favorite with the travelling public. Diverging from our direct route to Boston, we take the train of the Concord and Portsmouth Road, and a ride of fifty-nine miles brings us to the capital of the State of New Hampshire,

CONCORD,

which contains many buildings of interest, built of the celebrated Concord granite. One of the principal beauties of Concord, which is situated on the west bank of the Merrimac River, is the abundance of trees shading its regularly laid out streets. It is a city of extensive trade, celebrated for its carriage manufactories and the superior quality and extent of its granite quarries. Returning to Portsmouth we proceed on our journey and in due time arrive at Boston.

PORTLAND TO BOSTON, BY SEA.

E purpose giving a brief notice of the many points of interest along the coast between Portland and Boston, travelling via Portland Steampacket Co. The first important place is

CUSHING'S ISLAND,

three miles from the city and contains about 300 acres. It commands a magnificent ocean view, with fine beaches for bathing. Ten miles from Portland is

OLD ORCHARD BEACH.

The beach is 9 miles long, hard and smooth. "More carriages can drive abreast on this noble beach than could have been accommodated on the wide walls of Babylon." It is much visited, and is annually increasing in attraction. Three miles further and we reach

SACO,

ninety-five miles from Boston. It is a pleasant summer resort with a fine beach, and affording excellent bathing and fishing. Saco Pool, about five miles distant, is a nature wrought basin in the rock, connected with the sea by a narrow passage about a quarter of a mile in length. It is

emptied and filled by each changing tide. Another 10 miles brings us to

KENNEBUNK,

principally noted for its ship building, carried on at the mouth of the Kennebunk River.

WELLS,

with its six miles of beautiful beach and its great inducements to sportsmen, lies five miles beyond. This town is rapidly increasing in population and trade.

Next is

BALD HEAD CLIFF,

rising abruptly from the sea to a height of about one hundred feet. The highest point of the cliff is called the "Pulpit."

YORK BEACH,

about 14 miles from Wells, is one of the finest beaches on the coast. At low tide it is over 500 feet in width. "The drive along it is pleasant, the horses' hoofs striking on the hard sand, making a fine accompaniment to the dashing of the waves which, in fine weather, come in with a soft lulling sound, and in storms with a noise like mighty thunder."

We now approach a low-lying group of islands, known as the

ISLE OF SHOALS,

which derive their name from the "shoaling of fish in their vicinity in the proper season." These islands are very bleak and desolate in appearance, being composed of huge masses of granite bleached by exposure to the sun, and worn by the action of the waves. They were first visited in 1614 by the celebrated Capt. John Smith, of "Pocahontas fame." The

shoals at low water consist of 6 islands, increased to 18 when at high water. Appledore, formerly known as Hog Island, is the largest. It is 75 feet high at its greatest elevation, and contains about 400 acres. On this a hotel has been erected. These islands form a nice summer resort, and one usually well patronized. Proceeding on our trip we pass Fusts' Point, and also Portsmouth.

After Portsmouth we pass Shaw's Point, so named after Hon. E. A. Shaw, of Manchester, N. H., thence onward to

RYE BEACH,

a very popular resort, at which are some of the finest hotels at any of the New Hampshire beaches. The views in this neighborhood are extensive and very fine.

Little Boar's Head, a promontory, 40 feet high and projecting into the ocean, separates Rye Beach from

HAMPTON BEACH,

a fine hard beach nearly 3 miles in extent, affording excellent drives, in which, at low tide, 18 or 20 teams may drive side by side. Here are also the best facilities for bathing and promenades. The drives in the vicinity are unsurpassed, and boating parties are the order of each day. The town of Hampton was first settled in 1638 by English emigrants. This town has been remarkable for its general health, and the long life of its inhabitants.

Next in order is

SALISBURY, MASS.,

which is on the Merrimac River. At this point visitors are directed to the birthplace of the mother of Daniel Webster, also the ancient house where Caleb Cushing was born. Salisbury Beach is 6 miles long, but not so solid as Rye and Hampton Beaches.

SEABROOK, N. H.,

is noted as a point where whale-boat building was largely carried on, and is still an important place of industry.

NEWBURYPORT, MASS.,

is located on the Merrimac River, and is considered one of the most beautiful cities in New England. It possesses many singular attractions. One point of special interest is the old church, the scene of Whitefield's labors, his tomb, his monument and other relics. Oak Hill Cemetery is also worthy of a visit. The population is about 14,000 or 15,000.

Beverly, Mass., is a town of some 7,000 inhabitants. It is 18 miles from Boston, and is connected by a bridge with

SALEM,

a town which, for historic interest, is not surpassed. From this town have gone forth many men whose names have become distinguished in the various walks of life. Its scientific and literary institutions are very important. Next to Plymouth, Salem is the oldest town in New England, having been first settled in 1626. The rides in the vicinity are pleasant, and its proximity to the popular watering places makes it a point of much attraction.

SWAMSCOTT

is the favorite resort of the wealth and fashion of Boston, to which city it is as Long Branch is to New York. The bathing is excellent, but the beaches are not extended as at other points.

LYNN,

the head quarters of the shoe trade, is 11 miles from Boston. It is beautifully situated on the N. E. shore of Massachusetts Bay. Dungeon Rock is a spot frequently visited, and High Rock, near the centre of the city, affords

a fine point of view. Leaving this, a short ride brings us to the end of our journey, and we land at the wharves of the beautiful city of Boston.

PORTLAND TO NEW YORK DIRECT; VIA RAIL AND LONG ISLAND SOUND.

HIS route offers special advantages to tourists, passing as it does through some of the finest cities and towns in the Eastern States, and also affording an opportunity of enjoying a sail along the Beautiful Long Island Sound.

Taking the Portland and Rochester road, we pass on to Nashua, thence over the Worcester and Nashua Railroad to Worcester, there connecting with the Norwich and Worcester Road to Norwich, and onward to New London, via New London and Northern Railroad. At this point connection is made with the Norwich Line of Steamers for New York. Those of our tourists who decide upon this route can leave Portland daily, (Sundays excepted) at 2.30 p.m., by the Steamboat Express Train with Drawing-room car attached, and will arrive at New York at 6.00 a.m. This trip is made without any change of cars between Portland and New London.

This train, also connecting at Putnam with the New York and Philadelphia Express train, reaches Philadelphia at 7 a.m., and Washington at noon.

BOSTON

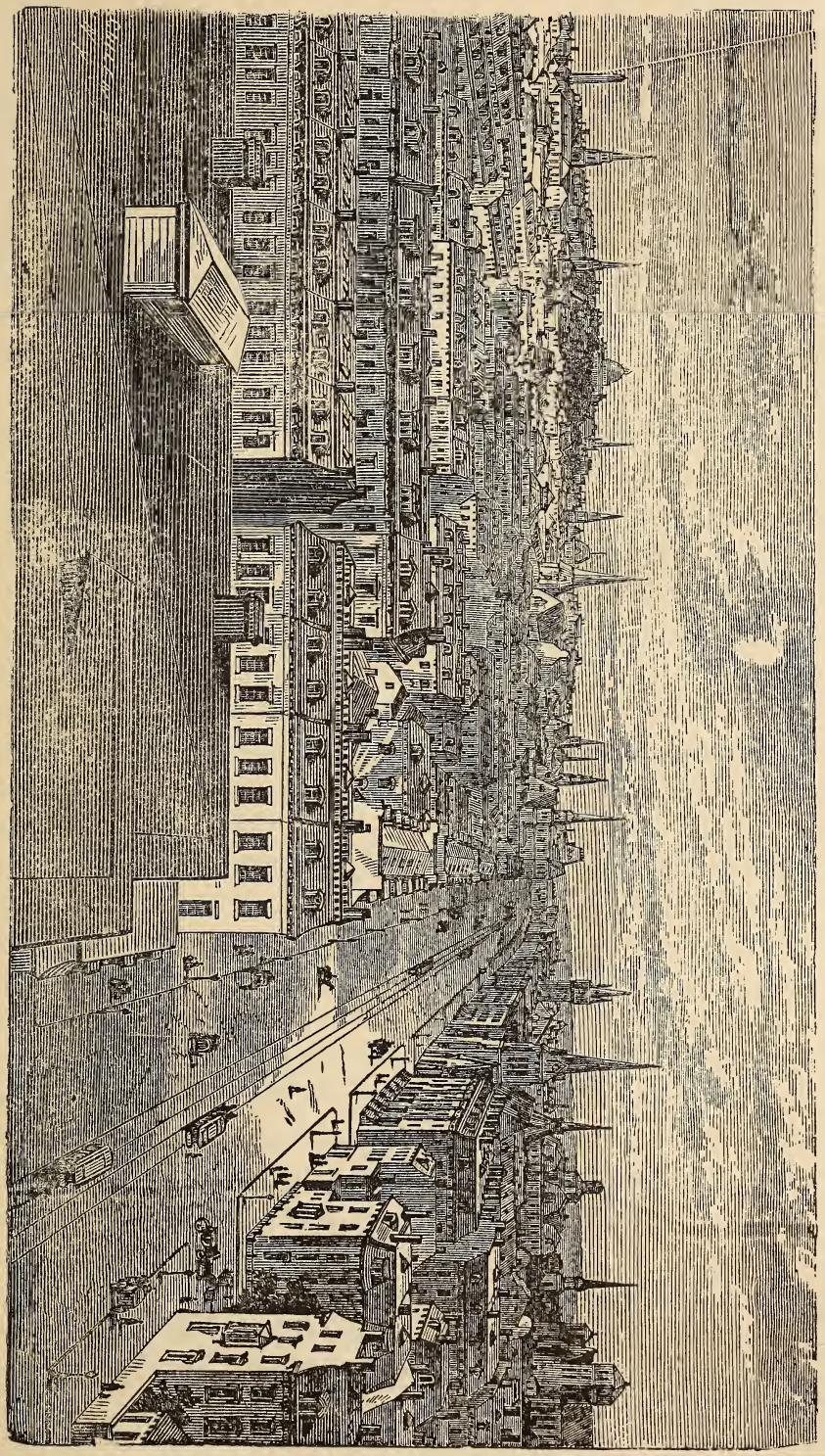
is one of the most interesting of American cities, not only on account of its thrilling traditionary and historical associations, but for its public enterprise, and its high social culture; for its educational and literary facilities; for its numerous benevolent establishments; for its elegant public and private architecture, and for the surpassing natural beauty of its suburban landscapes. The old city is built

upon a peninsula of some 700 acres, very uneven in surface, and rising at three different points into an eminence, one of which is 138 feet above the level of the sea. The Indian name of this peninsula was Shawmut, meaning "Living Fountain." It was called by the earlier inhabitants Trimount or Tremont, which latter name it still retains in one of its principal streets. The name of Boston was bestowed on it in honor of the Rev. John Cotton, who came hither from Boston in England. It now contains a population of 260,000.

OLD SOUTH CHURCH.

Boston Harbor is large, and contains numerous islands, and in depth of water and availability is surpassed by none on the coast.

MAP
OF THE
CITY of BOSTON,
ENGRAVED FOR
Chisholm's All Round Route,
and Panoramic Guide of the
St. Lawrence.
CAMBRIDGE
CHARLESTOWN
E. BOSTON
CHARLES RIVER
BOSTON HARBOR
WEST BOSTON BRIDGE
CRAIGIE'S BRIDGE
CHARLESTOWN BRIDGE
CHARLES ST.
BEACON
COMMON
MALL-BOROUGH
TREMONT
WASHINGTON
COLUMBUS AVENUE
HARRISON AV.
REED
SHAWMUT
CHAUNCY
BOYLSTON
PARK
SCHOOL
WINTER
SUMMER
FRANKLIN
HANOVER
ATLANTIC AVE.
CONSTITUTION W.
BATTERY W.
LONG W.
CENTRAL W.
INDIA W.
EASTERN W.
CITY W.
SARGENTS
E. BOSTON FERRY
NORTH FERRY
LINCOLN'S
PURCHASE
BROAD ST.
SOUTH BAY
SOUTH BOSTON
WHARF
REFERENCES.
1. State House.
2. Public Library.
3. Boston & Maine R.R.
4. Depots of the Eastern R.R., and the Boston and Lowell R.R.
5. Boston & Alb'y. R.R.
6. Old Colony R.R.
7. N. Y. & N. E. R. R
8. Fitchburg R.R.
9. Jail.
10. Medical College.
11. American House.
12. Tremont House.
13. Revere House.
14. Boston & Prov. R.R.
15. Masonic Temple.
16. Museum.
17. Merchants Exchange.
18. Parker House.
19. Custom House.
20. Faneuil Hall.
21. Tremont Temple.
22. New Post Office.
23. City Hospital.
24. The Brunswick.
25. Art Institution.
26. Chickering's P'tory.
27. Chester Square.
28. Union Place.
29. Worcester Square.
30. Cemetery.
31. Franklin Square.
32. Blackstone Square.



TREMONT STREET—BOSTON.

At East Boston is the deepest water of the harbor, and here the ocean steamers chiefly lie. East Boston is connected by two ferries with the city proper.

The principal sights in and around Boston are Bunker Hill Monument, Faneuil Hall, the Common, the Public Garden, the State House, the Public Library, Old South church, famous for its historical associations, Athenæum, Natural History Buildings, Institute of Technology, Mount Auburn, and Harvard University Buildings, the Great Organ, the City Hospital, the City Hall, and other public buildings.

The streets in the older portions of the city are irregular and generally narrow. Washington and Tremont streets are the principal thoroughfares. The suburban towns and villages of Cambridge, Charlestown, Chelsea and Brookline, are chiefly occupied as the residences of Boston merchants. On the 9th of November, 1872, a terrible conflagration swept away the principal business portion of Boston. The fire broke out on Saturday evening, and the flames gained fatal headway before the engines arrived on the ground. Until nightfall of Sunday, the conflagration raged with unabated fury, and, when it was finally brought under control, it was found that the magnificent structures and accumulated wealth embraced in an area of 60 acres, in the most admired and most valuable section of the city, had been burned to the ground. Over 900 buildings—occupied by 2,000 firms —were consumed; and the losses reached the enormous aggregate of between $75,000,000 and $80,000,000. There was no loss of life, as in the Chicago fire, and, few dwellings being burned, there was little of that actual suffering which usually follows such catastrophes.

To the tourist the first matter of importance is to secure a good hotel. If he wish to be comfortably quartered during his sojourn here, if but for a brief period, he can make his way to the "Brunswick," a new Hotel recently completed which, in point of elegance, size, comfort

and locality, is unsurpassed in Boston. The building is entirely fire-proof, hot and cold water in every room, in fact, first-class in all its appointments. The American House, Hanover Street, Lewis Rice & Son, proprietors, is also a first-class hotel, where every comfort and luxury is to be met with.

In Boston the places of amusement are more numerous, in proportion to the population, than in most cities. At the Music Hall may be seen the second largest organ in the world, erected at a cost of $80,000.

There are nearly 150 churches, the most interesting to tourists being Kings Chapel, (Unitarian) founded in 1686. The present structure, however, was erected in 1750.

OLD SOUTH CHURCH

is an object of much interest. It was erected in 1730, and was used as a place of meeting by the heroes of '76, and was subsequently converted into a riding school by the British troops. It barely escaped the flames during the fire of 1872.

BOSTON COMMON

is a large and charming public ground in a central portion of the city proper. It contains nearly 50 acres, of every variety of surface, with inviting walks, grassy lawns, and grand old trees. It is the pride of the city, and is much admired by strangers.

A pond and fountain, the site of the ancient "Frog Pond," occupy a central point in the grounds. On the upper corner, the massive, dome-surmounted walls of the State Capitol are seen to great advantage. The

OLD ELM,

near the pond, was an object of much interest, as one of the oldest and largest trees in the country. It is believed to have existed before the settlement of the city, having attained

its full growth in 1722. It was nearly destroyed by a storm in 1832. In 1854 it was protected by an iron fence, but it succumbed to the storms of last winter.

Adjoining the Common, is the Public Garden. This embraces 24 acres, and is ornamented with walks, ponds, and parterres of flowers, Power's statue of *Edward Everett*, the admirable equestrian statue of *Washington*, by Thomas Ball, and other pieces of statuary, and a conservatory.

The tourist will find excellent newspapers in Boston, much pains being taken and money spent to make them

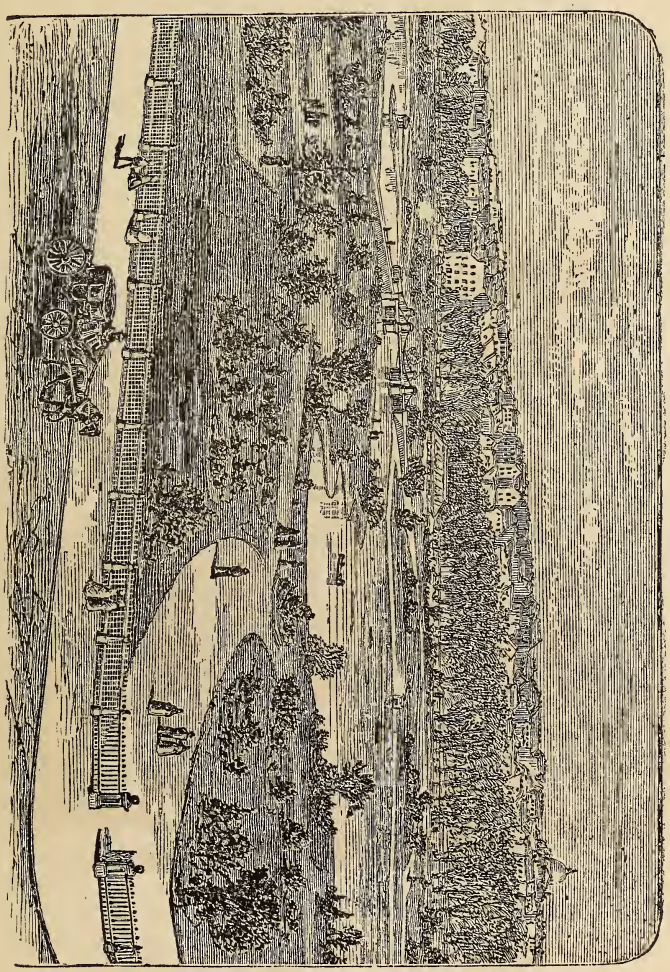
OLD ELM.

newsy and readable, in particular we may mention the Daily Advertiser and Daily Post as the leading commercial papers, and among the evening papers, the Boston Traveller stands prominent as being one of the oldest, and best conducted family papers in the city.

While in this vicinity, the pedestrian tourist will be repaid by a visit to the new streets and buildings on what is called the " Back Bay."

FANEUIL HALL.

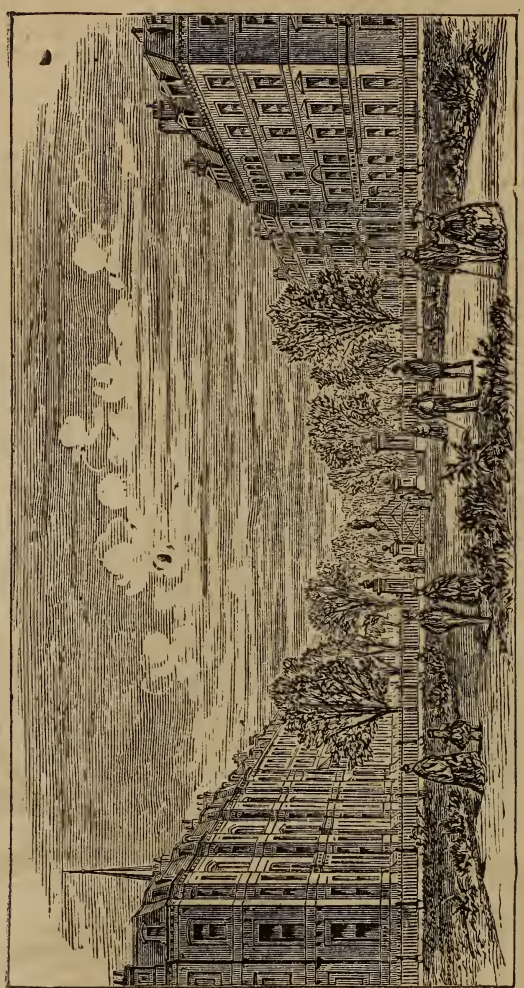
This famous edifice, called the " Cradle of Liberty," is in " Faneuil Hall Square," its main entrance being upon Mer-



PUBLIC GARDEN.

chants' Row East. It is 135 years old, and is an object of deep interest to Americans. It was presented to the city, by Peter Faneuil, a distinguished merchant, who on the 4th

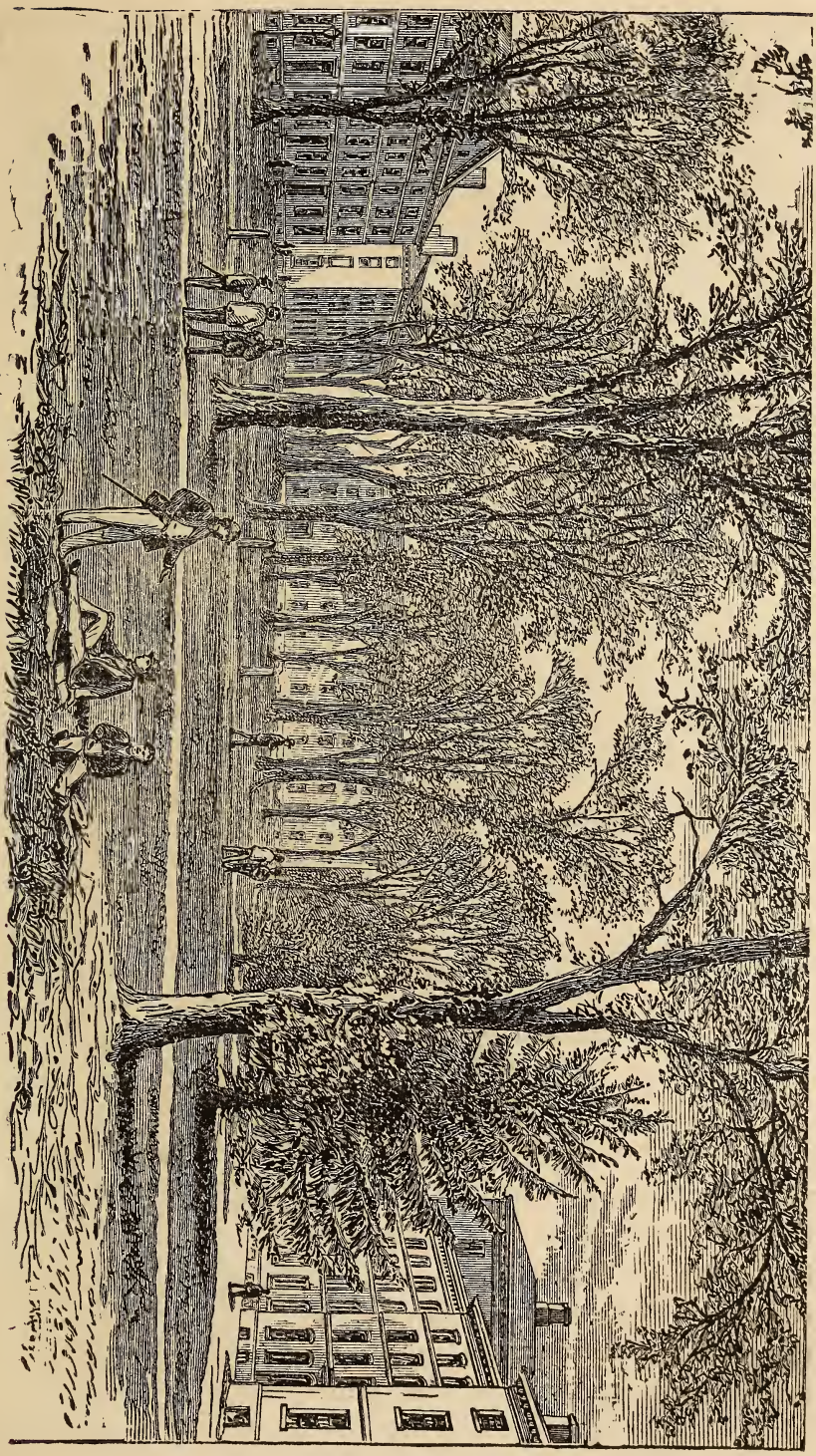
of July, 1740, made an offer, in a town meeting, to build a market-house. The building was begun the following year, and finished in 1742.



COMMONWEALTH AVENUE.

THE OLD STATE HOUSE,

at the Head of State street, is an object of considerable interest. The Court House on Court Square; the City Hall, on School street; the Custom House, on



HARVARD UNIVERSITY.

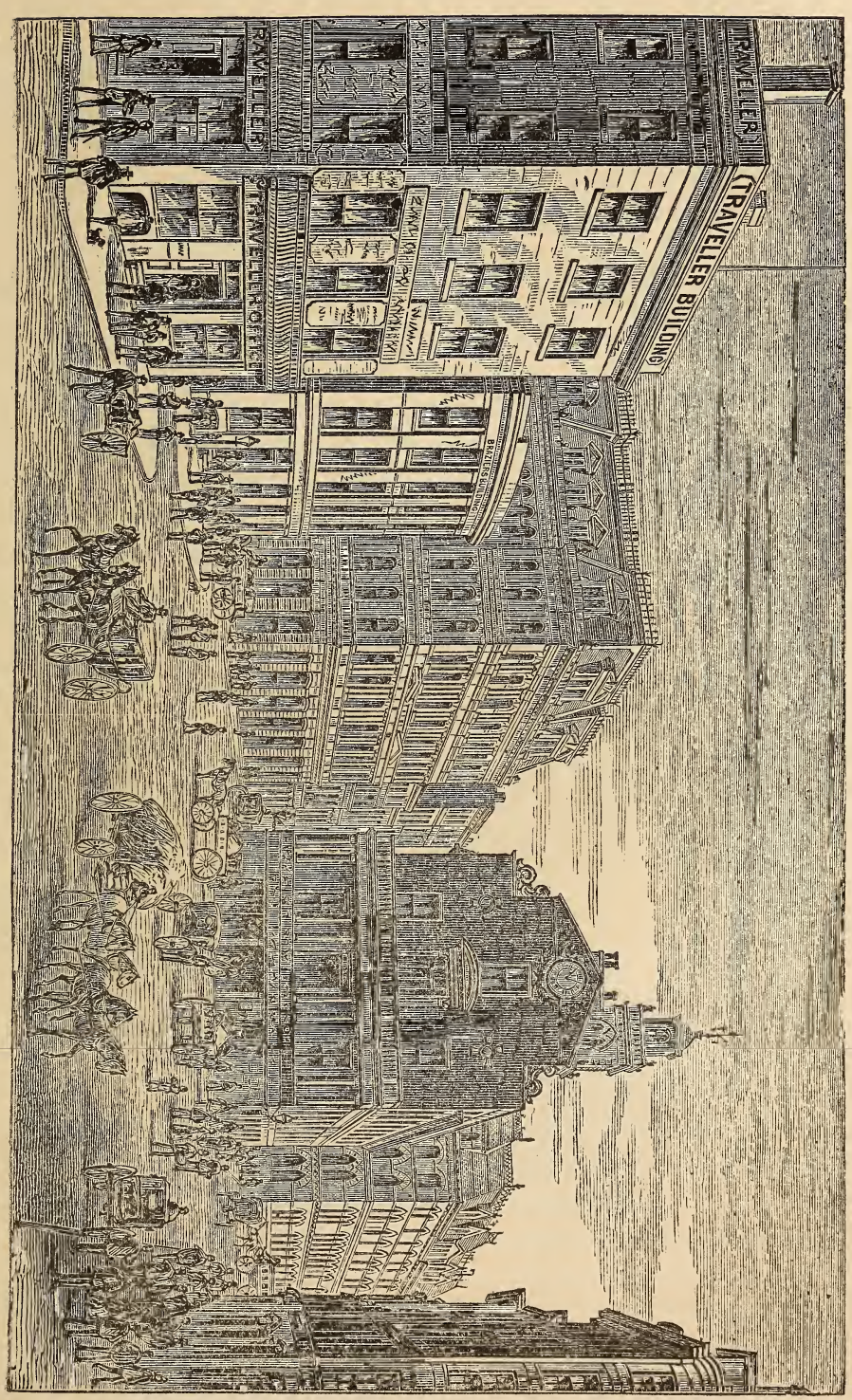
State street; the State House, overlooking the Common; the Boston Public Library, on Boylston street; the City Hospital, on Harrison Avenue; Tremont Temple, on Tremont street; the Masonic Temple, at the corner of Tremont and Boylston streets; the Merchants' Exchange, on State street; the Athenæum, on Beacon street, are all points which should be visited.

In the vicinity of Boston proper are many sights of great interest.

ENTRANCE TO MOUNT AUBURN CEMETERY.

HARVARD UNIVERSITY.

This venerable seat of learning is at Cambridge, three miles from the city of Boston. It was founded in 1638, by the Rev. John Harvard. The University embraces, besides its collegiate department, law, medical, and theological schools. The buildings are 15 in number, all located in Cambridge, except that of the Medical School in North Grove street, in Boston. *Gore Hall* and *University Hall* are hand-

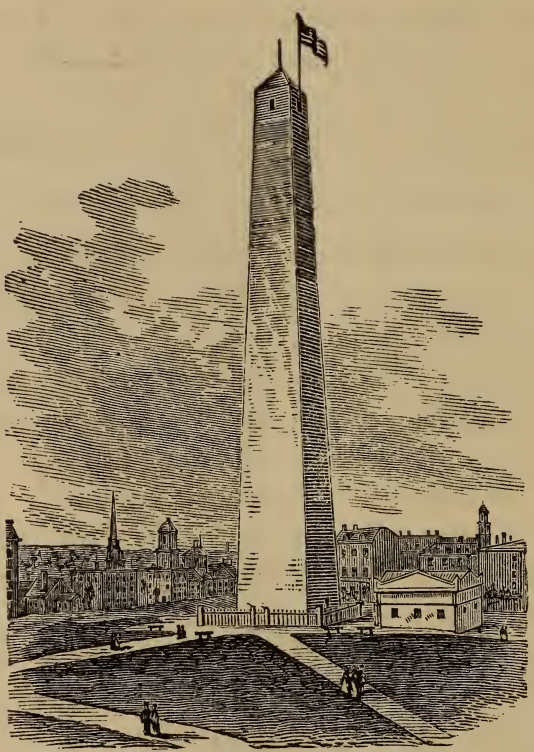


STATE STREET—BOSTON.

some edifices, the former containing the library and the latter the chapel, lecture-room, &c. *Holden Chapel* contains the Anatomical Museum. The Observatory and telescope are of very great interest.

MOUNT AUBURN CEMETERY,

about a mile from Harvard University, and about four miles from Boston, by the Road from Old Cambridge to Watertown, constitutes one of the sights of Boston, and should be seen by every visitor. It is the property of the Massachusetts Horticultural Society, was consecrated September 24, 1831, and contains 140 acres. It is the oldest and by



BUNKER HILL MONUMENT,

many considered the most beautiful of American rural burying places. The gateway is of Quincy granite, and cost

$10,000. The *Chapel*, an ornamented Gothic edifice of granite, with stained glass windows, contains statues of Winthrop, Otis, John Adams, and Judge Story. *The Tower*, 60 feet high, in the rear of the grounds, is 187 feet above Charles River, and commands a wide and charming view for many miles. Cars run from the station in Bowdoin Square *via* Cambridge (Harvard College), every 15 minutes, during the day, and until half-past eleven o'clock at night. Bunker Hill Monument commemorative of the eventful battle fought on the spot, is in Charlestown, occupying the site of the old redoubt on Breed's Hill. The observatory at the top of this structure commands a magnificent view, embracing a wide extent of land and water scenery. The journey up is somewhat tedious, traversing nearly 300 steps. The dedication of this monument took place June 17, 1843. On the hill is a stone marking the spot where Warren fell. Horse-cars run from the head of Tremont Street to the monument.

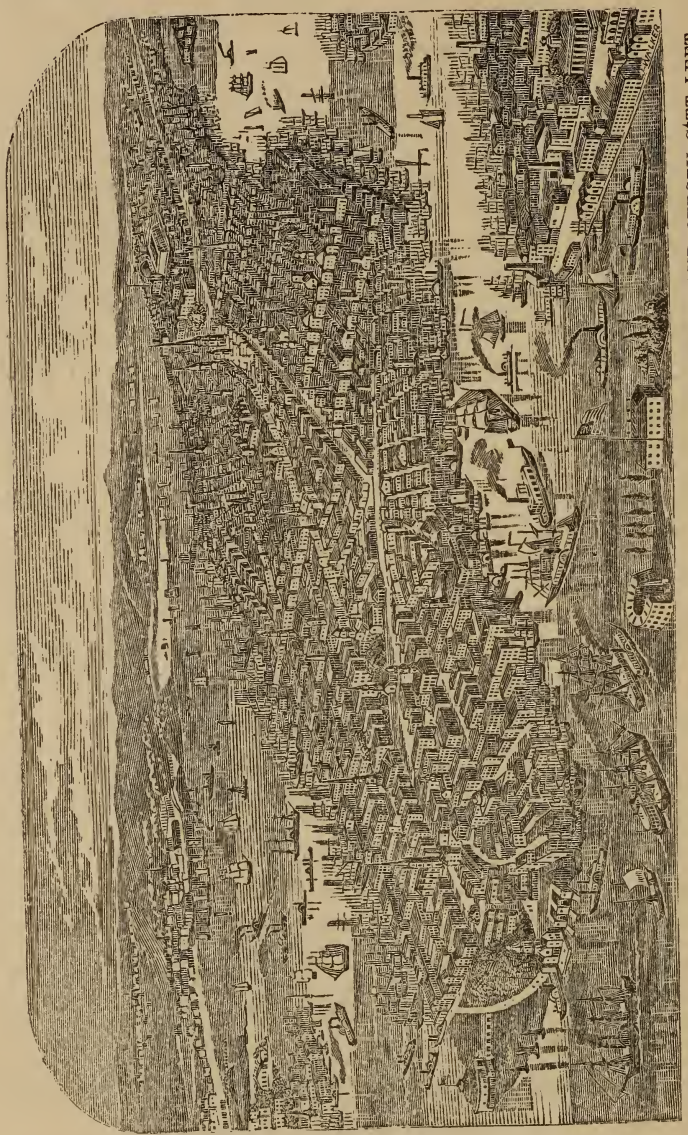
THE UNITED STATES NAVY-YARD,

extending between the mouths of the Charles and Mystic rivers, and embracing about 100 acres in extent, is near the Bunker Hill Monument.

There are many other points worthy of a visit. In fact to note even the more prominent would require more space than our work will permit. A very full and interesting account of the city and its public offices may be seen by purchasing a copy of "Boston Illustrated," published by Messrs. J. R. Osgood & Co. The facilities for reaching these cannot be excelled, as the means of "getting about" in Boston are generally better, as well as cheaper, than in most American cities. By all means, we urge the tourist to thoroughly "do" the city of Boston.

Leaving Boston, we now make our way onwards to New York, and deposit the tourist at the place from which we started with him, and in doing this we will again leave him

to his choice of routes, as there are several. The most popular is that *via* the Old Colony and Fall River Line R.R. and the beautiful steamers *Bristol* and *Providence*. The Old



NEW YORK WITH EAST RIVER AND BROOKLYN TO RIGHT AND HUDSON R. AND JERSEY CITY LEFT.

Colony road is the only Railroad Line in America running the celebrated English compartment coaches, and to increase the pleasure of the whole route Hall's celebrated Brass,

String and Reed Bands accompany each steamer, and Grand Promenade Concerts are given on board. This is a lovely trip, the boats are elegant and comfortable in all their appointments, and in a few hours the tourist will be landed safely in the great city.

NEW YORK.

Here we are again at NEW YORK. But, before losing ourselves among its 1,500,000 inhabitants, we raise our hat to the departing reader, with the hope that the trip here ended has been a pleasant one. " On different senses, different objects strike; " but we think there has been something of a sort to please all. Men of every pursuit, and of every variety of taste, will have been able to indulge, each in his peculiar hobby; for, although the extent of ground traversed may not seem so large as otherwise might appear, from the similarity of race everywhere encountered, yet, from the free expression given to thought, and the amount of enterprise, social and individual, everywhere met with, there is perhaps not a better field open for examining the working merits of the different schemes which have been from time to time proposed as affording solutions of the important questions of national education, workmen's associations, co-operative labor, &c.

To the political economist there has been, therefore, abundant subject for fruitful study; and the prospects of an ever-increasing wealth, lately opened by the discovery of rich mineral veins, in territory hitherto regarded as unproductive, will afford the theorist grounds on which to work, in conducting his speculations on the great future reserved for this continent.

To the geologist no tract of country could well be found more replete with interest than that we have traversed. He has been brought face to face with nature in her sublimest

aspects; he has been admited, as it were, to view the *arcana* of her great workshop, and the vast cuttings scooped out by the degrading force exerted through successive ages on a limestone formation, by a stupendous power like Niagara to the tiny "striæ" or ice grooves, that to this day mark, with unerring line, the course of the Northern glaciers, as, in ages still more remote, they ground down over the greater portion of the North American area.

The artist and sportsman have also no reason to complain of the bill of fare offered for their special enjoyment. The former could hardly study in a better school than that he has just left— a school that has produced more than one conscientious interpreter of its own peculiar "*genre*". And the latter will, on his journey round, have been able to inspect, in the larger cities, the spoils of many a game-bag and fishing basket.

The student of life and character will have occasion to notice many novelties; and the strange mixture of the two languages in Canada, by the "*habitants*," as they are called, will astonish his ideas of euphony. His pure French, if such, perchance, he can command, will not unfrequently prove "*caviare*" to these swarthy folks; but perhaps nothing will have more effect on him than the first sight obtained of the Red Man, as he appears in the streets of our cities in this the 19th century. "*O quantum mutatus ab illo*," he will exclaim—from that romantic-looking creature clothed in a scanty allowance of "fig-leaf" who used to be served up for the delectation of our infantile minds in the pages of old Peter Parley— when he sees the Indian Chief of his boyhood, so strangely modified by the Darwinian system of Natural Selection, into a smooth-faced, oily-haired, individual, clad in paper collar, Eureka shirt, and extensive wide-awake.

And now a parting word. We have endeavored to describe faithfully and correctly the route over which we have

passed in company. There are doubtless some whose knowledge of particular points named is greater than that possessed by us, and such facts, if combined with those already given, would greatly enhance the value of our Guide; we therefore ask information from those best able to afford it, and we promise that, so far as the limits of the work may permit, the same shall be given in future editions to our friends, the travelling public. Wishing our tourists a pleasant meeting with their loved ones at home, we quit them with a hearty

ADIEU !

FROM MONTREAL TO NEW YORK DIRECT.

IN order to meet all classes of tourists, we have considered it advisable to say a few words in regard to the routes to New York out of Montreal. There are many who may doubtless desire, after making a short stay in Montreal, to return home direct, from lack of time or other causes to visit the lower St. Lawrence, and, although our Guide accompanies the through travellers, a few hints and recommendations to those giving up the tour at Montreal may not come amiss.

Two routes lie at the choice of passengers, one an "all rail," and the other, rail and water combined. During the summer season, the train for the all rail route *via* the Central Vermont Railway leaves the depot at Montreal in the afternoon, reaching New York about noon the following day. Passengers may travel *via* Troy or Springfield, according as they may elect to take their passages.

The other route referred to, is *via* Plattsburg and Lake Champlain. This is a very favorite way of going to New York, and is so well known and appreciated that little requires to be said in recommendation of it. During the

pleasure season, trains leave the depot, Montreal, for Plattsburg, connecting at that place with the very fine boats of the Champlain Transportation Company, for Burlington and Ticonderoga. Those leaving Montreal by the evening train will find it a very pleasant break in the journey to remain over night at Plattsburg, and take the boat the following day.

For complete information on the starting of trains and steamboats, we would advise all tourists to secure a copy of the International Railway and Steam Navigation Guide, which may be relied on to furnish information up to the latest possible time prior to publication (semi-monthly.)

ALL RAIL ROUTE TO NEW YORK.

Those who adopt this route will proceed direct from Montreal to St. Albans. Sixteen miles north of St. Albans are the celebrated

ALBURGH SPRINGS,

much resorted to by invalids. The power and extent of their healing qualities are well established. Passing onward from St. Albans, after a ride of eighteen miles, Essex Junction is reached. From this point the tourist may continue his journey to Bellow's Falls *via* White River Junction or Rutland.

As there are many points of interest on either route, we shall mention the more prominent points. Passing by the first route named, we speedily reach Montpelier, the Capital of Vermont.

MONTPELIER

is on the Winooski river, and stands on what is said to have formerly been the bed of a lake. It is most pleasantly situated, and possesses many buildings worthy of the tourist's inspection. The next important point reached is

WHITE RIVER JUNCTION,

at which point the Northern Railway, the Connecticut Valley and the Passumpsic River Roads connect. The Junction House at this place has long been a favorite with the travelling public, and offers special conveniences for tourists. This Hotel is under management of the Messrs. A. T. & O. F. Barron, already named in connection with the Crawford House, White Mountains. From this point, passing over the Central Vermont Railroad, a ride of 40 miles brings us to

BELLOW'S FALLS,

the most prominent town in Vermont. At this point the Connecticut River is compressed into a space less than 50 feet wide, and through this narrow gorge all the water must flow. The River makes a descent of 50 feet, though there is not any one perpendicular fall. In the rocks near the Falls are points which will prove of interest to the antiquarian.

Returning to accompany those who proceed *via* the Rutland Route, a ride of 59 miles from Essex Junction, and the thriving town of

BRANDON

is reached. This town contains two singular caverns worthy of a visit. Minerals of different kinds abound, and extensive marble quarries are also in operation.

LAKE DUNMORE.

Lake Dunmore, named in honor of the Earl of Dunmore, is a beautiful sheet of water, situated about eight miles north of Brandon, among the Green Mountains of Veormnt. The Lake is about five mile long, one mile wide, covering a space of about 1,400 acres, at the altitude of 358 feet above the level of the sea. Few lakes present more attractions to the lover of the beautiful. Its waters are clear as crystal, and its

shores skirted with a variety of scenery rarely seen and seldom equalled. On the western shore the country rises in undulating meadows and wooded hills, while on the eastern side two or three spurs of the Green Mountains rise to a height of 1,500 to 2,000 feet, thus uniting, in charming variety, bold majestic mountain scenery with the lovelier features of lake and meadow. From these elevations on either side, which are easily accessible, the most charming views of the surrounding country are obtained; the view, extending 70 or 80 miles from north to south, is not surpassed in grandeur and beauty by any prospect this side the summits of Mansfield and Washington. Lake Dunmore is visited yearly by artists and lovers of nature, who find there scenery so picturesque and grand as to delight the eye of the most fastidious observer. As a summer resort it is unexcelled. The pure mountain air, the beautiful lake, abounding in trout and other fish, and affording excellent opportunity for rowing and bathing, the many delightful walks and drives, the bold mountain scenery together with the excellent large hotel, furnished and conducted in a style corresponding with the superior natural advantages of its location, all combine to render Lake Dunmore one of the pleasantest and most delightful resorts in America. The Lake Dunmore House is the only hotel near the Lake, and it is most delightfully situated, commanding a full view of the steep and rugged mountain side, and the beautiful crystal lake at its feet. The house is conducted by the very gentlemanly proprietor, Mr. E. P. Hitchcock. The table is supplied with fresh trout, and other fish from the Lake, and the freshest products of the Vermont farms surrounding the place. Billiards, Bowling, Hunting, Fishing, and a good Livery, add to the other attractions. Considered in all the points which constitute a desirable summer resort, for the fugitive from the dust, heat, and pestilence of our crowded cities, there is none that combine more attractions than Lake Dunmore. To reach the Lake, leave the cars at Brandon,

whence a splendid line of Concord Stages runs direct to the house, in connection with trains from New York and Boston, throughout the Season. Conveyance to the Lake may also be obtained at Middlebury, although the Brandon route is the most regular and direct.

Leaving Brandon we pass

RUTLAND,

distant 16 miles. This place is best known in connection with the celebrated marble quarries, from which large quantities of fine white marble are annually shipped by railroad. From this point the tourist, by taking the Rensselaer and Saratoga Road, can proceed direct to Troy, and thence by the Hudson River Road to New York.

He may, however, continue his journey from Rutland to Bellow's Falls, thence via Connecticut River Railway to New Haven, passing on his way through

SPRINGFIELD,

with its celebrated factories and substantially built edifices, and, should he feel desirous of stopping over, he could not do better than take up his abode, during his stay in the place, at the Massasoit House, Messrs. M. & E. S. Chapin, proprietors, where we can assure him that all the comforts desirable will be readily obtained, and he will leave the city with pleasant recollections of his visit. The distance between New Haven and New York will be speedily traversed, and the tourist will find himself once more in the Metropolis, and if he be other than a resident of that vast city he will find the want of home and friends fully compensated for in the kind attention and comfortable elegant surroundings of the Everett House, the gentlemanly proprietors of which will speedily make him feel perfectly at home.

TO NEW YORK AND BOSTON VIA SOUTH EASTERN RAILWAY.

Another and exceedingly pleasant and popular direct route between Montreal, Boston and New York is that via the South Eastern Railway and its connections. The tourist by adopting this route passes through the most enchanting regions of Canada, Central Northern Vermont, and the beautiful Lakes of Memphremagog and Winnepesaukee. From Montreal to Lake Memphremagog, going over the South Eastern Railroad, the scenery is the finest to be found in Lower Canada, and it is the charm and attraction of this route to pleasure travellers that it affords a continuous panorama of Mountain, Lake and River views, which are nowhere surpassed in their attractive loveliness. There are Jay Peak and Owl's Head, Lake Memphremagog, Crystal Lake, the White Mountains, Lake Winnepesaukee, and the lovely Passumpsic, Connecticut and Merrimac River Valleys, and the whole route forms a most delightful and fascinating trip.

For those who have not the time or the wish to visit either the Mountains or the Lakes, this route affords attractions equally strong with those it presents to pleasure travellers.

Leaving Montreal and passing onward by St. Johns, the tourist speedily finds himself winding through the lovely Mountains, passing at the foot of Jay Peak. The name 'Green Mountains' is truly appropriate, and it may be applied to the green hills which surround us on every hand. Scarcely has the tourist passed this point until the flourishing town of Newport, Vt., is reached. Approaching this town the road skirts the shores of the beautiful Lake Memphremagog, which is well worthy of a visit.

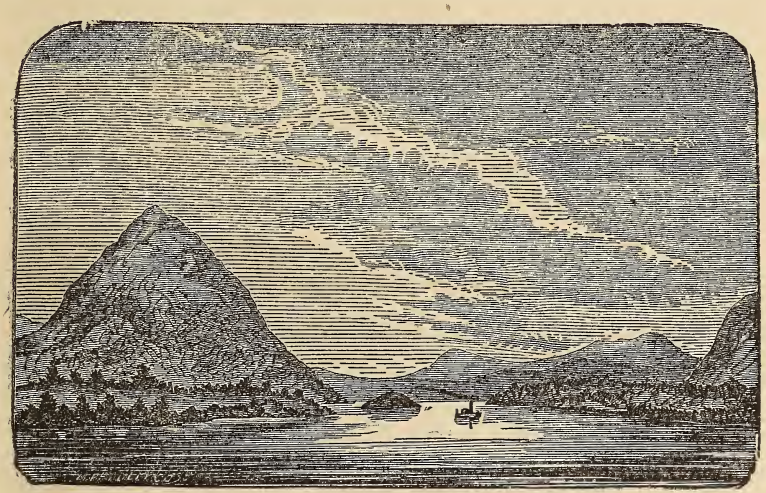
LAKE MEMPHREMAGOG

is a beautiful sheet of water, situated partly in Vermont and

partly in Canada. It is 35 miles long, and varies from 2 to 5 miles in width. Its shores are rock-bound and indented with beautiful bays, between which jut out bold, wooded headlands, backed by mountain ranges. Newport is at the head of the Lake. It has a good hotel and several churches, and a rapidly increasing population. From this point a steamer starts every day, and plies the whole length of the Lake.

JAY PEAK

should be visited if time permit. It is 4000 feet high, and commands a fine view of the entire range of the Green Mountains, the Franconia Range and the Adirondacks, with Lake Champlain also. The



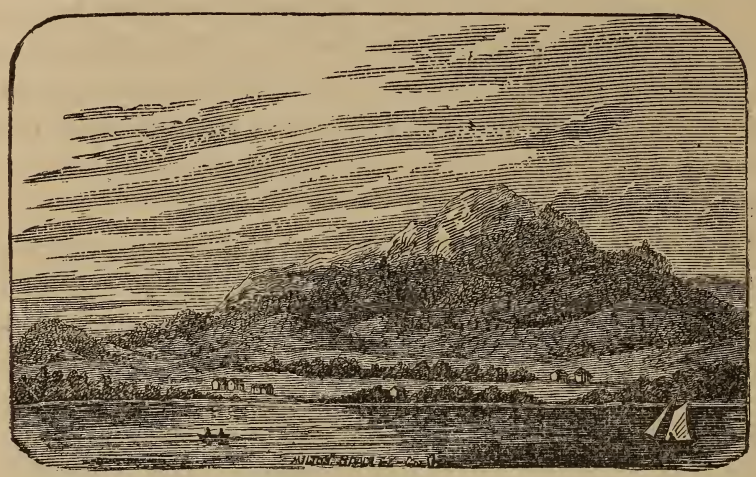
OWL'S HEAD—ON THE WEST SHORE OF LAKE MEMPHREMAGOG.

OWL'S HEAD

rises 3000 feet above the Lake, and commands, in fine weather, an extensive view. There are several points of interest along the Lake and its vicinity. A drive to Mount Orford, the highest mountain in the Province of Quebec, could not fail to give pleasure. On the southern shore of the Lake is a wonderful natural curiosity, known as the

Balance Rock, a large mass of granite poised on a narrow point.

The eastern shore of the Lake in this vicinity is much



MOUNT ORFORD—THE HIGHEST MOUNTAIN IN LOWER CANADA.

improved, and adorned with handsome residences, the finest being the beautiful summer villa of Sir Hugh Allan, of

BALANCE ROCK.

Steamship fame. Mount Elephantis or Sugar Loaf Mountain is seen to advantage from this point.

At Newport, connection is made with the Connecticut

and Passumpsic River Road, which passes through the beautiful Passumpsic valley, with its romantic scenery, and thriving town and villages. At Wells River the tourist will take the Boston, Concord, Montreal and White Mountain Railway, which passes through some of the finest scenery imaginable, and traverses for a distance of over 20 miles along the shores of the ever charming Lake Winnepesaukee. Arriving at Concord, the tourist takes the Concord Railway to Nashua, thence over the Boston, Lowell and Nashua Railroad to the city of Boston.

At Wells River the tourist may with but little loss of time visit the whole of the grand scenery of the White Mountains. In fact, for variety of scene, comfort in travel, and other advantages, this homeward route has much to commend it to the tourist.

Tourists for New York pass from Wells River to White River Junction via Connecticut and Passumpsic River Railroad, thence to South Vernon via Central Vermont. The

OWL'S HEAD AND MOUNT ELEPHANTIS—AS SEEN FROM THE RAILROAD, NORTH OF NEWPORT.

journey is then continued via Connecticut River Railroad, through Springfield, and via New Haven, Hartford and Springfield to New York.

LAKE CHAMPLAIN ROUTE.

We have thought it desirable to add to our Guide a brief sketch of one of the most interesting and attractive lines of travel presented in the whole country. It is rendered such by the exquisite and varied beauty of the scenery, by the thrilling historic associations impressed upon it, by the rare accommodations and comfort of its steamers to the tourist, and by being the most direct and eligible route between Saratoga, the White Mountains, Mount Mansfield, the Adirondacks, Montreal and Quebec. It combines many decided and peculiar advantages, and prominent among these is the pleasant change from the dust and heat of the cars to the spacious and airy steamers. Lake Champlain stretches a distance of 120 miles, almost due north and south, and seems designed by the hand of Nature to form an avenue of commerce and social intercourse. Travellers who have widely explored the objects of interest in the New and Old World unite in pronouncing the waters and environs of Champlain the most beautiful and impressive the eye can rest upon. Varied features unite to complete the panorama. The waters of the Lake, whether reposing in a calm, or surging under the power of a tempest, are indescribably beautiful; but this attraction is infinitely enhanced by the islands, which, in varied forms, stud its bosom; by the peninsulas which pierce it; and by the bold rocky precipices that impend over the Lake. The shores on either side are impressive and beautiful: now a long line of rugged cliffs, crowned by dense forests, appears, and now, smiling in luxurious ranges of culture and elegance, embellished by farm houses, mansions and villages, with their glittering spires. All this scene of beauty is enhanced by the dark framework of mountains that impart magnificence to the whole.

Passengers leaving Montreal by the Montreal and Champlain Division of the Grand Trunk Railway will cross the mammoth Victoria Bridge, and are rapidly transported to

MAP OF THE DELAWARE AND HUDSON CANAL CO'S RAILROADS AND CONNECTIONS

QUEBEC
Chaudiere Jc.
St Henedine
Three Rivers
Arthabaska
Richmond
Garthy Sta.
Lennoxville
Waterloo
W Farnham
MONTREAL
LA PRAIRIE
St John's
ROUSE'S POINT
MOOER'S JC.
Vaudreuil
Cornwall
Renfrew
Sand Point
OTTAWA
Carlton Place
Smiths Falls
Perth
Prescott
OGDENSBURG
Brockville
Morristown
Washago
Atherly
Coboconk
Woodville
Lakefield
Peterboro
Millbrook
Cobourg
Pt Hope
Belleville
Kingston
Clayton
Gananoque
Sandy Creek
Richland
Pulaski
Oswego
Fairhaven
Lockport
NEW YORK
ROCHESTER
Wellington
Weedsport
Niagara Falls
Tonawanda
Batavia
Rush
Avon
Canandaigua
Attica
Warsaw
Galnesville
Dansville
Dunkirk
Dayton
Salamanca
Olean
Addison
Hornellsville
Corning
Bath
Ithaca
Auburn
Cayuga
Seneca
Geneva
Syracuse
Utica
Rome
Oneida
Oneida Lake
Richfield Jc.
Richfield Springs
Cherry Valley
Cooperstown
Earlville
New Berlin
Oxford
Norwich
Cortland
Bainbridge
Nineveh
Owego
Binghamton
Elmira
Waverly
Great Bend
Jefferson Jc.
Brandts
Thompsons
Ararat
Summit
Uniondale
Forest City
Carbondale
Honesdale
Lackawaxen
Scranton
Pittston
Wilkesbarre
Nanticoke
Hughesville
Williamsport
Montrose
Towanda
Mansfield
Blossburg
Tioga
Antrim
Barclay
Tunkhannock
Bernice
Emporium
Driftwood
Falls Creek
Clearfield
Lock Haven
Lewiston
Milton
Danville
Sunbury
Shamokin
Mauch Chunk
Water Gap
Easton
Phillipsburg
Bethlehem
Allentown
Laurelton
Treverton
Tyrone
Altoona
Hollidaysburg
Newry
Henrietta
Huntingdon
Tremont
Auburn
Dauphin
Harrisburg
Lebanon
Reading
Bridgeport
Birdsboro
Mt Hope
Middletown
Downingstown
Lancaster
Carlisle
Pine Grove
York
Columbia
Norristown
Philadelphia
Camden
Lambertville
Trenton
Jamesburg
Bordentown
Farmingdale
Spring Lake
Monmouth Jc.
Long Branch
Sandy Hook
Ocean Grove
Asbury Park
Barnegat
Tuckerton
Absecon
Atlantic City
Somers Point
Cape May
Cape May Pt
Wildwood
Anglesea
Holly Beach
Ocean City
Sea Isle City
Townsend's Inlet
Stone Harbor
Avalon
Delaware Bay
Cape Henlopen
Lewes
Rehoboth
Milton
Georgetown
Seaford
Laurel
Delmar
Salisbury
Pocomoke City
Snow Hill
Berlin
Ocean City
Chincoteague
Assateague
Wallops Island
Metompkin Inlet
Cedar Island
Hog Island
Parramore Island
Smith Island
Cobb Island
Wachapreague
Accomac
Onancock
Pungoteague
Eastville
Cape Charles City
Cape Charles
Cape Henry
Old Point Comfort
Hampton
Newport News
Norfolk
Portsmouth
Suffolk
Franklin
Petersburg
Richmond
Fredericksburg
Quantico
Alexandria
Washington
Baltimore
Annapolis
Havre de Grace
Elkton
Wilmington
Newcastle
Chesapeake City
Perryville
Port Deposit
Conowingo
Oxford
Chestertown
Rock Hall
Betterton
Galena
Kent Island
Queenstown
Centreville
Wye Mills
Easton
Cambridge
Vienna
Crisfield
Somerset
Princess Anne
Deal Island
Dames Quarter
Marion
Tangier Sound
Smith Island
Crisfield
Onancock

Plattsburg, where they will remain over night taking the majestic steamers of the Champlain Transportation Co. next morning. These vessels are models of elegance, neatness and comfort. They are regarded as second to none on the continent for their power and safety, the perfect accommodation they afford, their spacious state-rooms and cabins, and the sumptuous tables they spread.

Having reached Plattsburg, which modern events have rendered the most conspicuous point on the Lake, the tourist will soon discover that a sojourn of more than a single day will be required for an inspection of its varied objects of interest. The military works made memorable in the siege of Plattsburg in 1814 will claim his attention, nor will he fail to make a pilgrimage to the military graves, in the cemetery. The drives are delightful, and that to the Ausable Chasm must not in any event be neglected.

The Fouquet House is one of the great institutions of Plattsburg. It has been established more than seventy years, and conducted by the same family, until recently purchased by Mr. Paul Smith and leased to Mr. A. North who will spare no pains to maintain the established reputation which this first class House has acquired. The house, by the elegant accommodation it affords, alike in the superiority of its rooms and the character of its table, the great beauty of the edifice, the magnificent views from the roof and spacious corridors, is inferior in attractions to no place of resort in the domain of pleasure travel. The tourist will find the Fouquet House the nearest starting point for the Adirondacks and Mr. North we learn offers to tourists stopping two days ar longer free excursions to St. Albans Bay and return a distance of 50 miles. This trip is not over any part of the present regular route through Lake Champlain, see map of Delaware and Hudson Canal Company.

The small island lying to the left,on leaving Plattsburg, was named St. Michael by the French; it was occupied after the

AUSABLE CHASM.

battle of 1814 as an hospital, and was then known as "Hospital Island," but is now called "Crab Island." We immediately after enter Valcour Strait, in which the first action in 1776 occurred, between the British and American fleets. The tiny islet south of Valcour, tradition asserts, was at an early period occupied successively by the French and British naval officers, for the cultivation of vegetables and flowers, and it still bears the name of "Garden Island." Nearly opposite this island is situated the Delta of the Ausable River—a singularly beautiful stream. We next reach Port Kent, an important landing-place for the rich valley of the Ausable River. It is five miles from the flourishing village of Keeseville, and three miles from the Ausable Chasm. This wonderful work of nature attracts yearly increasing crowds of visitors. It has been pronounced that a view of this scene rewards a voyage from Europe; the pen and the pencil equally fail in attempts to adequately delineate it,—to be appreciated it should be deliberately explored and surveyed. No traveller in pursuit of pleasure, or desirous to examine the phenomena of nature, should omit to devote a sufficient time to the inspection of this most interesting spot.

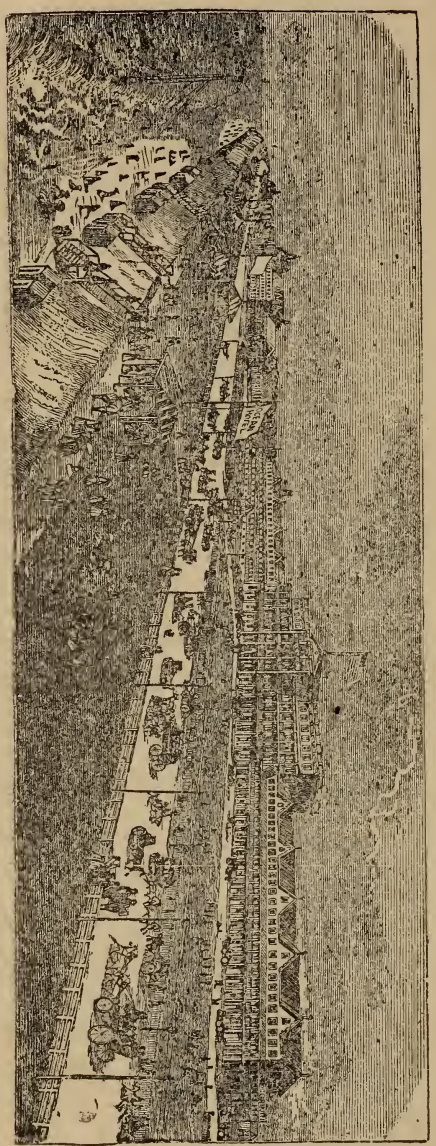
The Chasm may be reached *via* Port Kent from Burlington or Plattsburg, from Keeseville, or the depot at Peru; or a particularly pleasant route is enjoyed by a drive of twelve miles from Plattsburg along the margin of the Lake. The Grand Trunk Railway have issued tickets the present season permitting passengers to stop off at Plattsburg, and visit the Chasm.

Mount Trembleau, a graceful promontory interesting as being the last spur of the Alleghanies, upon the Lake, stands immediately south of Port Kent. The steamer now enters upon the widest portion of the lake. A panoramic view is here unfolded, which blends, in rare felicity and beauty, the wildest magnificence with the most exquisite loveliness; the waters spread out in a broad expanse that

the eye can scarcely embrace, and are broken and embellished by countless islands and headlands. Burlington reposes in tranquil beauty in the east, and beyond are delineated the outlines of the Green Mountains, with the profile of each summit clearly defined upon the horizon. In the west, Lion Mountain and the broken groups of the Adirondacks pierce the sky in unnumbered peaks. At times, when we contemplate the western sky, in the declining day, and the atmosphere is radiant with the beams of the setting sun, the scene becomes grand and gorgeous beyond description,—earth and air, mountains and lakes, are bathed in a glorious and universal effulgence. On the left, near the Vermont shore, stands a massive lighthouse which is erected on a reef, and seems to arise from the bosom of the water. Burlington appears to peculiar advantage as we approach, and is conspicuous among New England cities for the beauty of its location, its attractive elegance, and high prosperity. Many of its public edifices and private mansions are among the first class of graceful and elegant architecture. Almost in the track of the steamer, in her southern route, "Rock Dunder," a high conical rock, rises from the lake, just beyond the harbor of Burlington. This was probably the great rock "Riggio," celebrated in colonial annals, and believed to have been, before the eye of Champlain rested upon the beautiful waters of the lake, established by treaty as the boundary between the Mohawks and their hereditary enemies, the Algonquins. Soon after, Shelburn Bay will be observed, a deep indentation on the left. This is the great shipyard of the Steamboat Co., where they construct their vessels, and collect their condemned hulks, here to fall into decay. The vast form of Mount Mansfield towers remotely in the northeast. On the eastern horizon, the tourist will descry a lofty peak jutting up from the Green Mountains. The imaginings of a slight fancy will delineate the "King o

Beasts" reposing amid the clouds, his erect head, his flowing mane and huge rocky paws. The French called the mountain the "Léon Couchant." The four little islets, lying nearly at the cardinal points, designated by the French the "Isles-des-quatre-venuts," are now known as the Four Brothers. Near these islands Arnold fought his last battle with Carlton. At the foot of the long peninsula, on the western shore, now named Willsboro' Point, is the mouth of an important stream, the Bouquet river, embowered by trees and bushes. This was the site of Gilland's colony in 1765, and the scene of Burgoyne's famous Indian Treaty. Soon after we pass the beautiful village of Essex. Three miles beyond, and near the Light House we are approaching, is a remarkable natural curiosity. This is "Split Rock," (Roche fendue of the French), a naked cone separated from the mainland by a narrow fissure, and seems to have been carved from the rock itself. We next reach the pleasant village of Westport. Nine miles beyond, we stop at the thriving village of Port Henry, where the immense product of the iron ore beds of that district is shipped in every direction. In the passage from Essex the dark sierra of the Green Mountains is distinctly revealed, tracing a marked outline upon the horizon, while dislocated spurs of the Adirondacks are occasionally projected from the beetling mountains into the lake, but their rough and rugged forms do not betray the inexhaustible wealth teeming in their bosoms. Directly south from Port Henry, across Bullwagga Bay, is situated the Peninsula of Crown Point. Chimney Point, which was occupied by the French in 1731, and the ruins of Crown Point, are on opposite sides of the lake, and separated by a narrow passage; there the expanse of the lake terminates, and the long river-like channel, which continues to Whitehall, commences. When we contemplate the silence and repose which now rests upon Crown Point we can hardly realize that, in a former epoch, it was animated by the pomp and glories of war, or that it

was once the mart of a large commerce, conducted by a busy population. We soon pass the draw of the railroad bridge, a work of great importance and interest. The tourist will next perceive the venerable ruins of old "Fort Ti" or Ticonderoga looming up on a high rocky cliff at the confluence of the waters of Lakes George and Champlain. Mount Defiance stands on the opposite of the former, and Mount Independence on the eastern shore of the Lake. Ticonderoga is now the southern terminus of the Steamboat Line, and here connection is made with trains to Lake George or to Whitehall, Saratoga and southern points.



The completion of the Railroad line between Lakes George and Champlain is an attractive feature of the Lake George route, as a tedious stage ride is avoided. There are two daily lines of steamers each way through Lake George to Caldwell. At Ticonderoga, the passengers enter the magnificent cars of the Rensselaer and Saratoga Railroad, and will be delightfully, and with great speed, transported over one of the most perfectly constructed roads on the continent,

through to Saratoga, Troy and Albany. Thence by Rail or River they will proceed to New York.

LONG BRANCH.

TOURISTS desiring to visit the far-famed resorts of the north eastern coast of New Jersey, should take the New Jersey Southern Railroad route from New York by either of the magnificent steamers "Empire State," "Jesse Hoyt" or "Arrowsmith" from pier No. 8 North River (foot of Rector street) which make during the "season" some six or seven trips daily.

Leaving the pier on either of these first-class steamers, we first view the many beautiful sights which makes New York Bay the most famous harbor in the world. On the left we see Governor's Island, with old Castle William in the foreground. On the right Gibbett and Bedlois Islands, all fortified to the water's edge. Sailing on we view over our left bow the Long Island shore, the densely wooded heights of Bay Ridge, studded with villas. Right ahead are the stately hills of Staten Island, and on our approach to the "Narrows," the gate to the Atlantic Ocean, our attention is called to Fort Tomkins and the granite walls of Fort Richmond, and its outlying batteries on our right, while on our left stands Fort Lafayette, grim, silent, and isolated, and back of it the formidable fortification of Fort Hamilton. Beyond these, to the south-east, is Coney Island, and still further on we obtain a distant view of Rockaway. Entering the lower bay, a sort of miniature ocean, we pass incoming and outgoing vessels of all sizes and of all nations, from the fisherman's sloop and pleasure yacht to the stately Cunarder, and after about an hour's delightful sail from New York we reach

SANDY HOOK, OR THE "HORSESHOE,"

one of the finest and safest harbors in the world. Here we may see, at times, a hundred sail anchored, awaiting the safety

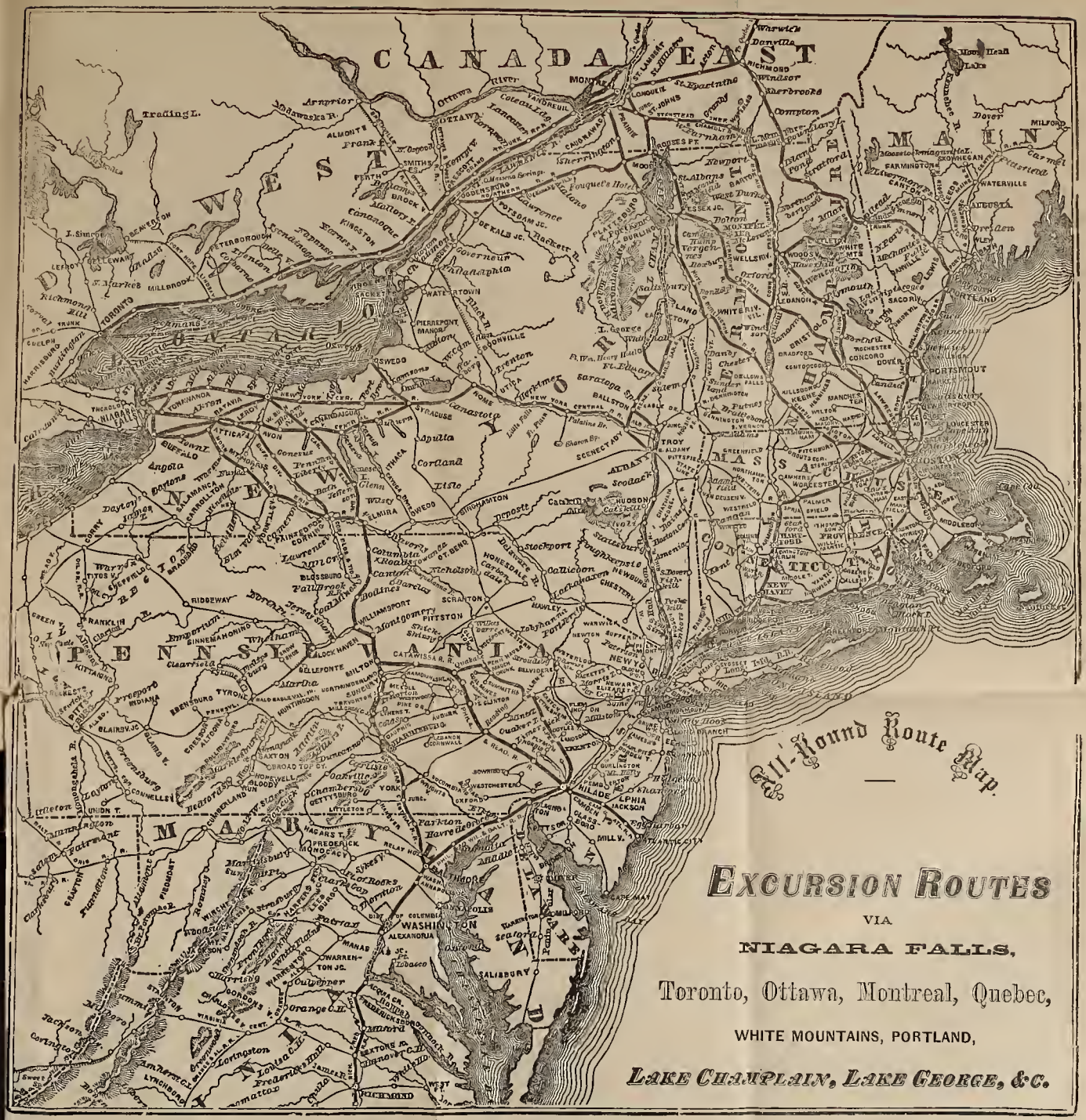
signals of "Old Prob" to venture out to sea. In a few moments passengers and baggage are transferred to a train of comfortable cars, and we are soon speeding through a dense growth of luxuriant cedars and holly on the Government Reservation.

Passing Highlands, Seabright, Monmouth Beach, and in one and a half hour's time from New York, our train rolls into the depot of the "Brighton of America," and during President Grant's eight years of office popularly known as the "summer capital,"

LONG BRANCH,

with its natural advantages, adjacent, and within easier access than any other watering-place, to the commercial centres—New York and Philadelphia. The remarkably safe sea-bathing facilities, an entire immunity from annoying insects and other causes combined, have elevated this notable resort to the first rank in the country. The "Bluff" here finds no parallel upon the Atlantic coast, extending, as it does, for five miles continuously, and at an elevation of not less than twenty feet above the beach, from which it rises abruptly; the plateau back forming the famous "ocean avenue" drive, and constitutes a delightful promenade, with paths and broad walks, through green sward and summer-houses in front of hotels and cottages. The natural healthfulness of Long Branch and its surroundings are well known. Bounded by the Atlantic ocean on the east, by well-drained and fertile farming lands on the south and west, and by the Shrewsbury river and its many branches on the north, supplied with pure water by its recently constructed water-works, it possesses every requisite for a salubrious locality. Eleven first-class hotels lining the bluff, with many others on the avenues leading back from the ocean, give ample accommodation for all comers.

Pleasure Bay is the most delightful boating locality in


All-Round Route Map.
EXCURSION ROUTES
VIA
NIAGARA FALLS,
Toronto, Ottawa, Montreal, Quebec,
WHITE MOUNTAINS, PORTLAND,
LAKE CHAMPLAIN, LAKE GEORGE, &c.

the vicinity of the Branch. It is reached by a short drive of a mile and a half, and presents a most inviting appearance to the devotee of aquatic sports. Oysters, crabs, clam-bakes, &c., are here served up in a style of cuisine that is seldom equalled.

The drives are, beyond question, the finest of any sea-side resort, and so numerous and varied that one can select a different route for almost every day in the "season," without their becoming in the least monotonous. One of the attractive features of the "Branch" during the months of July and August is the races, under the direction of the Monmouth Park Association, on their track at Oceanport. It is by far the best in America, being a full mile, with wide sweeping turns, and visible in every portion from the grand stand; its homestretch is a straight dash of a quarter mile and cannot be equalled. It affords plenty of room for the large fields of horses for which Long Branch meetings are famous.

The tourist, if destined for Philadelphia, will continue on the train from Long Branch, passing through the very pleasant villages of Eatontown, Farmingdale, Bricksburg, and Manchester, thence to Whiting's and Pemberton Junction to Camden (opposite Philadelphia) without change of cars. During the summer season, especially, this line of travel, between New York and Philadelphia, will be found delightful.

THE END.

Grand Trunk Railway and Richelieu & Ontario Navigation Co.

Tourist Tickets. **Rates of Fare from Niagara Falls.** Season 1878

No. of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
9	**GORHAM**....	Via Montreal, Quebec and Grand Trunk Railway.....	$20.50
13	Do.	" Montreal and Grand Trunk Railway direct..	17.50
11	**BOSTON**.....	" Montreal, Quebec, Gorham and Portland...	24.00
12	Do.	" Montreal, St. Johns, Burlington, Bellows' Falls and Fitchburg.....	21.00
15	Do.	" Montreal, Gorham and Portland.....	21.00
16	Do.	" Montreal, St. Johns, White River Junction, Concord and Nashua.....	21.00
17	Do.	" Ogdensburg, St. Albans and Vermont Central Line.....	20.00
29	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain to Fort Ticonderoga, thence by R.R. via Saratoga, Rutland, Bellows' Falls and Fitchburg	26.50
30	Do.	" Montreal, Quebec, Sherbrooke, Newport, Wells River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan House, Crawford House and Base of Mountain, Tip Top House by Mt. Washington R. R., Stage to Glen House and Gorham, thence via Portland.....	42.75
34	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain, Lake George, Saratoga, Albany, People's Line of Steamers to New York, and Sound Steamers to Boston	29.00
35	Do.	" Montreal, St. Johns, White River Junction, Wells River, Littleton, Stage to Profile House and Bethlehem, Rail to Fabyan House, Crawford House and back to Fabyan, thence via Concord, Nashua, and Lowell.	31.50
2572	Do.	" Montreal, St. Johns, Montpelier, Wells River, Littleton, Stage to Profile House and Bethlehem, Rail to Fabyan's, Crawford House, and back to Fabyan's, thence via Concord, Nashua and Lowell	31.50
38	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain, Burlington, Bellows' Falls and Fitchburg.....	22.00
39	Do.	" Ogdensburg, Moore's Junction, Plattsburg, Lake Champlain, Burlington, Bellows Falls and Fitchburgh.....	21.00
136	Do.	" Montreal, Sherbrooke, White River Junction, Concord and Nashua.....	21.75
137	Do.	" Montreal, Quebec, Sherbrooke, White River Junction, Concord and Nashua	24.75
142	Do.	" Montreal, Groveton, Concord and Nashua	23.25
145	Do.	" Montreal, Quebec, Groveton, Concord and Nashua	26.25
147	Do.	" Montreal, Groveton, Fabyan House, Bethlehem, Stages to Profile House and Littleton, thence via Concord and Nashua	30.75
154	Do.	Via Montreal, Gorham, Stages to Glen House and Summit, Summit to Base by Mt. Washington R. R., Base to Fabyan House Bethlehem, Stages to Profile House and Littleton, thence via Concord and Nashua	40.75
183	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain to Burlington, Rail to Montpelier, Well's River, Concord, Nashua, Lowell and Boston.....	25.00

Rates of Fare from Niagara Falls.—Continued.

No. of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
2674	BOSTON.....	" Montreal, Quebec, River du Loup, Intercolonial Railway to Halifax, St. John, Steamer to Portland and Rail to Boston..	35.50
2675	Do.	" Montreal, Quebec, River du Loup, Intercolonial Railway to Point du Chêne, Steamer to Summerside, P.E.I., Rail to Charlottetown, Steamer to Pictou, Rail to Halifax and St. Johns, Steamer to Portland and Rail to Boston.....	39.50
2910	Do.	" Montreal, St. Johns, St. Albans, Burlington, Lake Champlain, Lake George, Caldwell, Glen's Falls, Saratoga, Albany, Steamer to New York, and Sound Steamer to Boston	29.00
49	CR'WFORD HOUSE...	" Montreal, St. Johns, White River Junction, Wells River and Fabyan House	20.25
2573	Do.	" Montreal, St. Johns, Montpelier, Wells River and Fabyan House.....	20.25
50	Do.	" Ogdensburg, St. Albans, White River Junction, Wells River and Fabyan House....	20.00
100	Do.	" Montreal, Gorham, Stages to Glen House and Tip Top House, Mt. Washington R. R. to Base of Mountain, Fabyan's and Crawford House	29.25
101	Do.	" Montreal, Quebec, Gorham, Stages to Glen House and Tip Top House, Mt. Washington R. R. to Base of Mountain, Fabyan's and Crawford House	32.25
2911	FABYAN'S..	" Montreal, St. Johns, St. Albans, Montpelier and Wells River..... ...	20.00
2912	Do.	" Montreal, St. Johns, St. Albans, Montpelier, Wells River, Littleton, Stages to Profile House and Bethlehem.....	24.25
2	KINGSTON ...	" Rail or Steamer	7.00
98	LANCASTER, N.H..	" Montreal, Quebec and Groveton.....	18.50
2904	Do.	" Montreal, St. Johns, St. Albans, Montpelier, Wells River, and Littleton.....	18.50
143	LOWELL.....	" Montreal, Groveton, Concord and Nashua..	23.25
146	Do.	" Montreal, Groveton, Fabyan's, Bethlehem, Stages to Profile and Littleton, thence via Concord and Nashua	30.50
6	MONTREAL..	" Rail or Steamer.....	12.00
19	NEW YORK.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain, Lake George, Saratoga, Troy & N. Y. C. and Hudson River R. R.....	27.00
20	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain, Lake George, Saratoga, Albany, and People's Line of Steamers....	26.00
21	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain, Saratoga, Troy & N. Y. C. and Hudson River R. R.....	24.00
22	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain, Saratoga, Albany and People's Line of Steamers	23.00
24	Do. ...	" Montreal, Gorham, Portland and Boston, Rail and Sound Steamers.....	24.00

Rates of Fare from Niagara Falls.—Continued.

No. of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
25	NEW YORK.	Via Montreal, Quebec, Gorham, Portland and Boston, Rail and Sound Steamers.....	27.00
26	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain, Lake George, Saratoga, Albany and Day Line Steamers.....	26.00
27	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain, Saratoga, Albany and Day Line Steamers.....	23.00
31	Do.	" Montreal, Quebec, Sherbrooke, Newport, Wells River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan House, Crawford House and Base of Mountain, Tip Top House by Mt. Washington R.R., Stages to Glen House and Gorham, Rail to Portland, Boston, thence via Rail and Sound Steamer.....	45.75
36	Do.	" Montreal, Quebec, Gorham, Stages to Glen House and Tip Top House, Mt. Washington R. R., to Base of Mountain, Rail to Crawford House and Fabyan House, Bethlehem, Stages to Profile House and Littleton, thence via Concord, Nashua, Boston, Rail and Sound Steamer.....	48.0
37	Do.	" Montreal, Quebec, Sherbrooke, Newport, Wells River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan House, Crawford House and back to Fabyan, thence via Concord, Nashua, Boston, Rail and Sound Steamer.....	38.25
42	Do.	" Montreal, St. Johns, Burlington, Lake Champlain, Fort Ticonderoga, Saratoga, Albany, and Day Line Steamers.....	23.00
43	Do.	Via Montreal, St. Johns, Burlington, Lake Champlain. Lake George, Saratoga, Albany, and Day Line Steamers	26.00
44	Do.	" Ogdensburg, St. Albans, Burlington, Lake Champlain, Fort Ticonderoga, Saratoga, Albany, and Day Line Steamers.....	23.00
45	Do.	" Ogdensburg, St. Albans, Burlington, Lake Champlain, Lake George, Saratoga and Day Line Steamers.....	25.75
46	Do.	" Montreal, St. Johns, Burlington, Bellows' Falls and Springfield.....	22.25
51	Do.	" Ogdensburg, St. Albans, White River Junction and Springfield.....	21.75
138	Do.	" Montreal, Sherbrooke, White River Junction, South Vernon and Springfield.....	23.00
139	Do.	" Montreal, Quebec, Sherbrooke, White River Junction, South Vernon and Springfield..	26.00
140	Do.	" Montreal, Sherbrooke, White River Junction, Concord, Nashua, Boston, Rail and Sound Steamer.....	24.75
141	Do.	" Montreal, Quebec, Sherbrooke, White River Junction, Concord, Nashua, Boston, Rail and Sound Steamer.....	29.25

Rates of Fare from Niagara Falls.—Continued.

No of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
144	NEW YORK	Via Montreal, Groveton, Concord, Nashua, Worcester, New London, and thence by Steamer	27.50
148	Do.	" Montreal, Groveton, Fabyan House, Bethlehem, Stages to Profile House and Littleton, thence via Concord, Nashua, Worcester, Allyn's Point and Steamer	33.25
149	Do.	" Montreal, Groveton, Fabyan House, Bethlehem, Stages to Profile House, and Littleton, thence via Concord, Nashua, West Concord, Mansfield, Weir Junction, Newport and Steamer	33.25
150	Do.	" Montreal, Groveton, Concord, Nashua, Lowell, Mansfield, Weir Junction to Fall River or Newport, and thence by Steamer	27.50
155	Do.	" Ogdensburg, St. Albans, Burlington, Lake Champlain, Fort Ticonderoga, Saratoga, Troy & N. Y. C. & H. R. R. R.	24.00
156	Do.	" Ogdensburg, St. Albans, Burlington, Lake Champlain, Lake George, Glen's Falls, Saratoga, Troy and N. Y. C. and H.R.R.R	26.75
185	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain to Burlington, Central Vermont R. R. to New York, via South Vernon and Springfield	25.00
186	Do.	" Montreal, Quebec, Gorham, Stages to Glen House and Tip Top House, Mount Washington R. R. to Base, Rail to Crawford House and Fabyan House and Bethlehem, Stages to Profile House and Littleton, Rail to Well's River, Montpelier, Burlington, Lake Champlain, Lake George, Glen's Falls, Saratoga and Albany, and Day Line Steamers	52.00
187	Do.	Via Montreal, Quebec, Gorham, Stages to Glen House and Tip Top House, Mount Washington R. R. to Base, Rail to Crawford House, Fabyan House and Bethlehem Stages to Profile House and Littleton, Rail to Well's River, Montpelier, Burlington, Lake Champlain, Lake George, Glen's Falls, Saratoga and Albany, and People's Line Steamers	52.00
188	Do.	" Montreal, Quebec, Sherbrooke, Well's River, Montpelier, Burlington, Lake Champlain, Lake George, Glen's Falls, Saratoga, Albany and Day Line Steamers	34.25
189	Do.	" Montreal, Quebec, Sherbrooke, Well's River, Montpelier, Burlington, Lake Champlain, Lake George, Glen's Falls, Saratoga, Albany, People's Line Steamers	34.25
190	Do.	" Montreal, Quebec, Sherbrooke, Well's River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan Crawford House and back to Fabyan, Well's River, White River Junction, South Vernon, and Springfield	35.25

Rates of Fare from Niagara Falls.—Continued.

No. of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
191	NEW YORK	Via Montreal, Gorham, Stages to Glen House, and Tip Top House, Mount Washington, R. R. to Base, Fabyan, Bethlehem, Stages to Profile House and Littleton, Rail to Concord, Nashua, Lowell, Boston, Rail and Sound Steamer.....	44.25
192	Do.	" Montreal, Groveton, Fabyan, Base of Mountain, Mount Washington R. R. to Summit, Stages to Glen House and North Conway, E. R. R. to Boston, Rail and Sound Steamer.....	37.25
193	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain to Burlington, Rail to Montpelier, Well's River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan, Crawford House and Base of Mtn., Mount Washington R. R. to Summit, Stages to Glen House and Glen Station, Rail to Portland and Boston, Rail and Sound Steamer.....	43.75
194	Do.	" Montreal, Quebec, Sherbrooke, Well's River, Littleton, Stages to Profile House, and Bethlehem, Rail to Fabyan, Crawford House and back to Fabyan, Concord, Nashua, Lowell and Boston, Rail and Sound Steamer.....	38.25
195	Do.	" Montreal, Quebec, Gorham, Stages to Glen House and Tip TopHouse, and back to Glen House, Glen Station, Rail to Portland and Boston, Rail and Sound Steamer.....	38.00
197	Do.	Via Montreal, Sherbrooke, Well's River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan, Crawford, North Conway, Boston, via E. R. R. Rail and Sound Steamer.....	34.25
198	Do.	" Montreal, Quebec, Gorham, Stages to Glen House and North Conway, Boston via E. R. R. Rail and Sound Steamer.....	33.00
199	Do.	" Montreal, Sherbrooke, Well's Riv., Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan House, Base of Mountain, Mount Washington R. R. to Summit of Mt. Washington and Return, Rail to Crawford House, North Conway, Wolfboro, Steamer to Weirs, Rail to Concord, Nashua, Lowell and Boston, Rail and Sound Steamer	45.25
201	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain to Burlington, Rail to Montpelier, Well's River, Fabyan, Base of Mtn., Mount Washington R. R. to Summit and back, Rail to Crawford, North Conway, Boston, via E. R. R. Rail and Sound Steamer.....	39.00

Rates of Fare from Niagara Falls—Continued.

No of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
202	NEW YORK	Via Montreal, Sherbrooke, Well's River, Littleton, Stages to Profile House and Bethlehem, Rail to Fabyan, Crawford House. Portland and Boston, Rail and Sound Steamer	34.00
2751	Do.	" Montreal, Quebec, Gorham, Glen House, Summit Mt. Washington, Glen House, Glen Station, Crawford House, Fabyan's Wells River, White River Junction, Springfield, New Haven	42.00
2752	Do. ...	" Montreal, St. Johns, Rutland, State Line, Troy, Albany, and via N. Y. C. and H. R. R. R.	24.00
2753	Do.	" Montreal, St. Johns, Rutland, State Line, Troy, Albany, People's Line Steamers	23.00
2754	Do.	" Montreal, St. Johns, Rutland, State Line, Troy, Albany, Day Line Steamers	23.00
2755	Do.	" Montreal, St. Johns, Montpelier, Wells River, Littleton, Profile House, Bethlehem, Fabyan's, Crawford House, North Conway, Portland, Boston, Sound Steamer	34.00
2756	Do.	" Montreal, St. Johns, Montpelier, Wells River, Littleton, Profile House, Bethlehem, Fabyan's, Crawford House, Fabyan's, Summit Mt. Washington, Glen House, Glen Station, North Conway, Boston, Sound Steamer	43.50
2678	Do.	" Montreal, Quebec, River du Loup, Intercolonial R'y to Halifax, St. Johns, Steamer to Portland, Rail to Boston, and Sound Steamer	38.50
2679	Do. . ..	" Montreal, Quebec, River du Loup, Intercolonial R'y to Point du Chêne, Steamer to Summerside, Rail to Charlottetown, Steamer to Pictou, Rail to Halifax, St. John, Steamer to Portland, Rail to Boston, and Sound Steamer	42.50
2905	Do.	" Montreal, St. Johns, St. Albans, Burlington, Leicester Junction, Ticonderoga, Roger's Rock Hotel, Lake George, Caldwell, Glen Falls, Saratoga and N. Y. C. & H. R. R. R	27.00
2906	Do.	" Montreal, St. Johns, St. Albans, Bellow's Falls, Miller's Falls, New London, and Norwich Line Steamer	22.25
2907	Do.	" Montreal, Quebec, Gorham, Glen House, Summit Mt. Washington, Base, Fabyan's, Crawford House, and back to Fabyan's, Wells River, White River Junction, Bellow's Falls, Miller's Falls, New London, and Norwich Line Steamer	41.60
2908	Do.	" Montreal, St. Johns, St. Albans, Montpelier, Wells River, Littleton, Profile House, Bethlehem, Fabyan's, Crawford House, back to Wells River, White River Junction, Bellow's Falls, Miller's Falls, New London, and Norwich Line Steamer	33.90

Rates of Fare from Niagara Falls—Continued.

No. of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
5	**OGDENSBURG**	Via Rail or Steamer	**8.75**
94	Do.	" N. Y. C. R. R. and Steamer from Charlotte.	**8.75**
4	**PRESCOTT**	" Rail or Steamer	**8.75**
90	Do.	" Suspension Bridge, Rail to Toronto and Steamer or Rail	**8.75**
91	Do.	" Suspension Bridge, Rail to Toronto, and Steamer or Rail	**8.75**
92	Do.	" Suspension Bridge, Steamer from Niagara to Toronto, and Steamer or Rail	**8.75**
93	Do.	" Suspension Bridge, Steamer from Niagara to Toronto, and Steamer or Rail	**8.75**
10	**PORTLAND**	" Montreal, Quebec and Gorham	**22.50**
14	Do.	" Montreal and Gorham direct	**19.50**
40	Do.	" Montreal and Gorham, and return by Grand Trunk Railway	**28.50**
47	**PROFILE HOUSE**	" Montreal, St. Johns, White River Junction, Wells River and Stage from Littleton	**21.25**
48	Do.	" Ogdensburg, St. Albans, White River Junction, Wells River and Stage from Littleton	**21.25**
102	Do.	" Montreal, Gorham, Stages to Glen House and Tip Top House, Mt. Washington R. R. to Base of Mountain, Rail to Crawford House, Fabyan House, Bethlehem, and thence by Stage	**32.75**
103	Do.	" Montreal, Quebec, Gorham, Stages to Glen House and Tip Top House, Mt. Washington R. R. to Base of Mountain, Rail to Crawford House and Fabyan House, Bethlehem and thence by stage	**35.75**
2575	Do.	" Montreal, St. Johns, Montpelier, Wells River, and Stage from Littleton	**21.25**
153	**PROVIDENCE, R. I.**	" Montreal, Groveton, Fabyan House, Bethlehem, Stages to Profile House and Littleton, thence via Concord, Nashua and Worcester	**32.00**
7	**QUEBEC**	" Rail or Steamer	**14.50**
8	**QUEBEC and back to MONTREAL**	" Rail or Steamer	**17.00**
18	**SARATOGA**	" Montreal, Rouse's Point, Plattsburg, Lake Champlain and Lake George	**23.00**
23	Do.	" Montreal, Rouse's Point, Plattsburg, Lake Champlain and Ft. Ticonderoga	**20.25**
28	Do.	" Montreal, Gorham, Stages to Glen House and Tip Top House, Mt. Washington R. R. to Base of Mountain, Crawford and Fabyan House, Bethlehem, Stages to Profile House and Littleton, Rail to White River Junction, Burlington, and via Lake Champlain, Lake George and Glen's Falls	**48.25**
52	Do.	" Montreal, St. Johns, Burlington, Lake Champlain and Fort Ticonderoga	**20.00**

Rates of Fare from Niagara Falls—Continued.

No. of Form.	DESTINATION.	ROUTE.	Through Fare from Niagara Falls.
53	**SARATOGA**..	Via Montreal, St. Johns, Burlington, Lake Champlain and Lake George.....	22.75
54	Do.	" Ogdensburg, St. Albans, Burlington, Lake Champlain, Fort Ticonderoga.....	19.50
55	Do.	" Ogdensburg, St. Albans, Burlington, Lake Champlain and Lake George	21.25
2570	Do.	" Montreal, Gorham, Stage to Glen House, and Summit, Mt. Washington R.R. to Base, Fabyan's, Bethlehem, Stage to Profile House, Plymouth, rail to Wells River. Montpelier, Burlington, Lake Champlain. Lake George and Glen's Falls.....	48.00
2909	Do.	" Montreal, St. Johns, St. Albans, Burlington, Rutland, and Whitehall	20.00
151	**WORCESTER**..	" Montreal, Groveton, Fabyan House, Bethlehem, Stages to Profile House and Littleton, thence via Concord and Nashua.....	31.25
41	**MONTREAL to QUEBEC and back**, via Rail or Steamer		5.00
56	**RICHMOND to QUEBEC and back**, via G. T. R.		3.00
65	**QUEBEC to CACOUNA and return**, via Grand Trunk Railway or Steamer from Quebec to Rivière du Loup and Intercolonial R. R.....		4.50
66	**QUEBEC to TADOUSAC and return**, via Grand Trunk Railway or Steamer from Quebec to Rivière du Loup.....		7.50
67	**QUEBEC to HA HA BAY and return,** via Grand Trunk Railway or Steamer from Quebec to Rivière du Loup.....		8.00
96	**FORT KENT to AUSABLE CHASM and return**, via Stage		0.75
97	**PRESCOTT to OTTAWA CITY and return,** via St. Lawrence and Ottawa Railway.....		3.25
2569	**TORONTO to COUCHICHING and return**, via Northern Railway, Toronto, to Lake Couchiching & return ...		3.50
2571	**CRAWFORD HOUSE to SARATOGA**, via North Conway, Wolfboro', Weirs, Plymouth, Stage to Profile House, Littleton, Rail to Wells River, Montpelier, and Burlington, Lake Champlain, Lake George and Glen's Falls...		22.75

The Coupons between Niagara Falls and Toronto, Toronto and Kingston, Kingston and Prescott, Prescott and Montreal, and Montreal and Quebec, are valid either by Boat or Rail, and they are likewise good either by the South Shore Express Line of Steamers from Charlotte, or by the Richelieu and Ontario Navigation Co.'s Line from Toronto.

The Tickets include Meals on Lake Ontario and the River St. Lawrence to Montreal, but between Montreal and Quebec they are for passage only.

The Tickets via Lake Champlain afford Tourists an opportunity to visit the Ausable Chasm. (See Form X No. 96.)

The Coupons Profile House to Concord, going South, are good either via Stage to Littleton and thence by Rail, or via Stage to Plymouth and thence by Rail.

Agents are requested to specially inform the Passengers that the Grand Trunk Railway and Richelieu and Ontario Navigation Co.'s Line of Steamers offer better inducements to the travelling public than ever before. The Grand Trunk Railway has been re-laid with Steel Rails, and has been equipped with New Locomotives and First Class Cars, and Pullman Palace Cars are run on all Express Trains.

A Pullman Palace Sleeping Car will be attached to the Evening Train from Toronto and will run through to Kingston wharf, thus enabling passengers to remain in the Car until the Boat arrives.

No deviation from above rates will be allowed without special authority.

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ALEX. MILLOY, Traffic Manager, Richelieu and Ontario Navigation Co.

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NEW YORK CENT. " "

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W. C. TALLMAN, 280 Washington Street, Boston.
T. D. SHERIDAN, corner Exchange and Washington Streets, Buffalo.
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COLBURN & MCOMBER, Clifton House, Niagara Falls.
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The "QUEEN'S" is one of the largest, and the most comfortable Hotel in the Dominion of Canada. Being adjacent to the Lake, it commands a beautiful view of Toronto Bay and Lake Ontario. It is well known as the coolest Summer House in Canada. It is elegantly furnished throughout—rooms *en suite*, with Bath-rooms, etc., attached on every floor.

In 1871 a splendid suite of Apartments was occupied by His Imperial Highness the Grand Duke Alexis of Russia, and suite.

His Excellency the Earl of Dufferin, K.P., Governor-General of Canada, and the Countess of Dufferin, on the occasion of each visit to Toronto, engaged suites of apartments at "THE QUEEN'S." The grounds around it being spacious and airy, with Croquet and Chivalrie Lawns, &c., renders it one of the most pleasant and desirable Hotels for business men, pleasure seekers and the travelling public.

Terms for board, $2.50 to $3.50 per day, according to location of rooms. Bath-rooms, &c., attached, $1.50 per day additional.

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Leave MONTREAL 9 A.M., 4 P.M. and 6 P.M.,

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2 Express Trains Daily,

(SUNDAYS EXCEPTED) BETWEEN

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WAGNER Sleeping Cars through without change.

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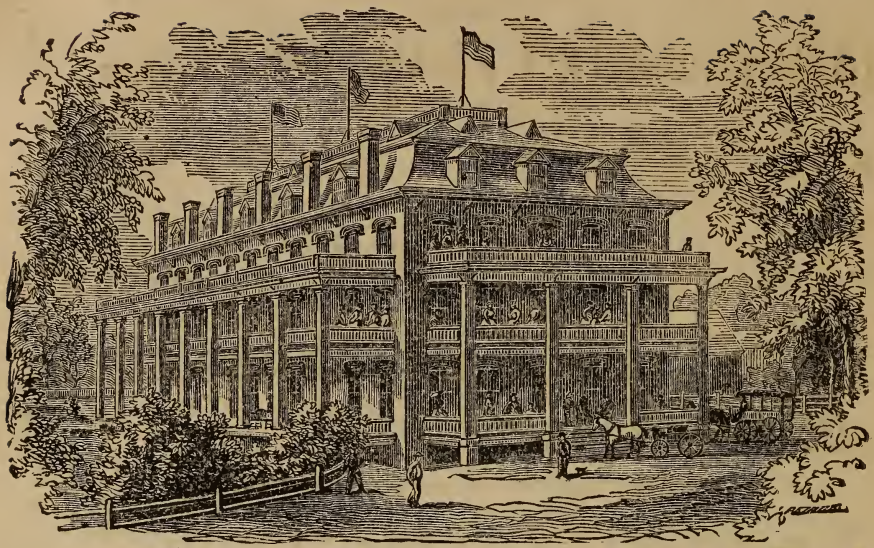
322 Washington Street, Boston, T. E. BOND, "
417 Broadway, New York, WM. F. SMITH, "
CHAS. A. BROWN, Travelling Agent.

G. W. Bentley, *Gen. Manager.*
J. W. Hobart, *Gen. Superintendent.*
S. W. CUMMINGS, *Gen. Pass. Agent.*



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PLATTSBURG, N. Y.

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The starting point for the Adirondacks.

Free conveyance of Passengers and Baggage to and from all Boats and Trains. Trains stop 20 minutes for refreshments.

The deservedly popular and established reputation which this house has, I intend shall be fully sustained in every respect. The beautiful Flower Garden connected with it is still kept up. Besides the many attractions in and around Plattsburg, I offer, as an *extra inducement* to Pleasure-seekers and Tourists, who will spend two days or more, this season, at the Fouquet House, a **Free Excursion** (on any week day) to St. Albans Bay and return, (a distance of fifty miles); taking them over the finest part of Lake Champlain, and through the Black Bass Fishing grounds, affording at the same time the most varied and extended views of both the Adirondacks and Green Mountains. This trip is *not* over any part of the present regular route through Lake Champlain.

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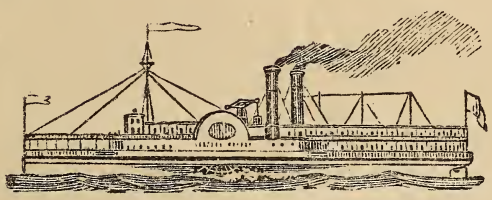

This Company's Line of Steamers, plying along the North Shore of the Lower St. Lawrence, and on the

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OFFICERED BY EXPERIENCED MEN.

From the 20th June to the 10th of September, one of the above Steamers will leave the St. Andrew's Wharf every day (except Sunday) at 7 A.M., on arrival of the Richelieu and Ontario Navigation Company's Steamer from Montreal which makes connection for the SAGUENAY RIVER, as far as Ha! Ha! Bay and Chicoutimi, calling at Baie St. Paul, Eboulements, MURRAY BAY, RIVIERE DU LOUP, (Cacouna,) Tadousac and L'Anse St. Jean.

☞ Connecting at Rivière du Loup with the Grand Trunk and Intercolonial Railways for and from the Maritime Provinces and Eastern States.

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In CANADA, at all principal Offices of the Grand Trunk and Intercolonial Railroads.

At all Western Offices of the Richelieu and Ontario Navigation Co., and on their Passenger Steamers.

In MONTREAL, Nos. 133 and 177 St. James Street, 228 St. Paul Street, and on the Richelieu Pier. A. MILLOY, *Agent.*

In QUEBEC, at the General Ticket Agency, opposite the St. Louis Hotel, where State Rooms can be secured.

And at the Company's Office.

For further information, apply to A. GABOURY, *Secretary.*

Or to **H. F. BELLEW, Freight and Passenger Agent,**

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Quebec, 1878.

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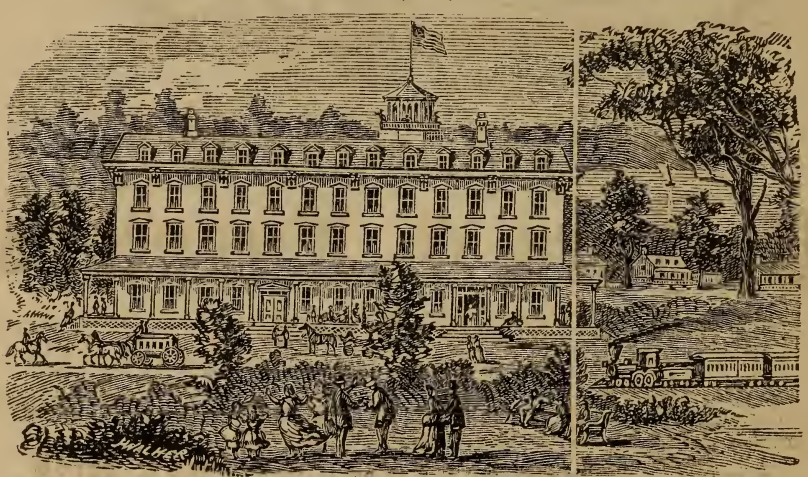

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BOARD—From $8 to $12 per Week, According to Room, Length of stay, &c. Transient Rates, $2 per day. Address, **JUDSON L. SCOTT,** Proprietor,

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ESTABLISHED 1834.

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See p. 32.

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Special rates to Commercial Travellers, also to people stopping through the season.

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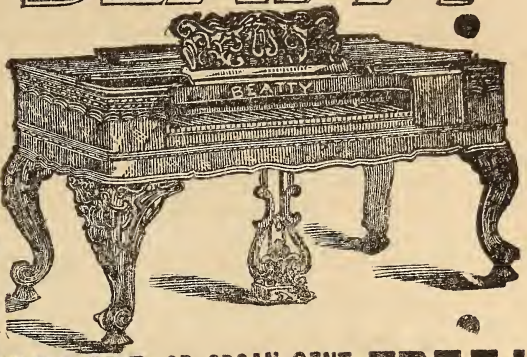

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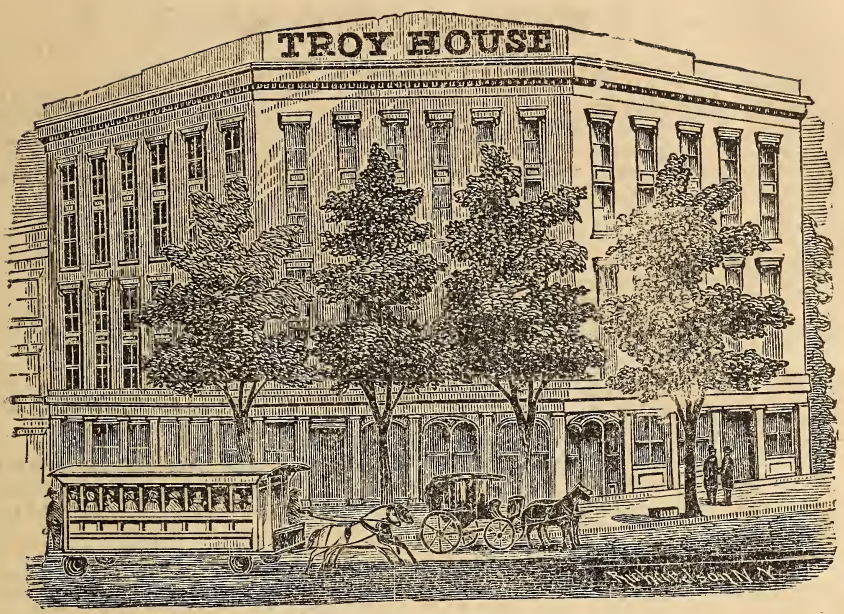

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Central Office, Portland, Maine, U.S.

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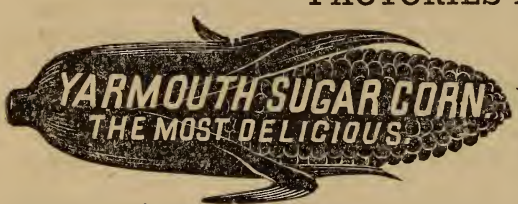

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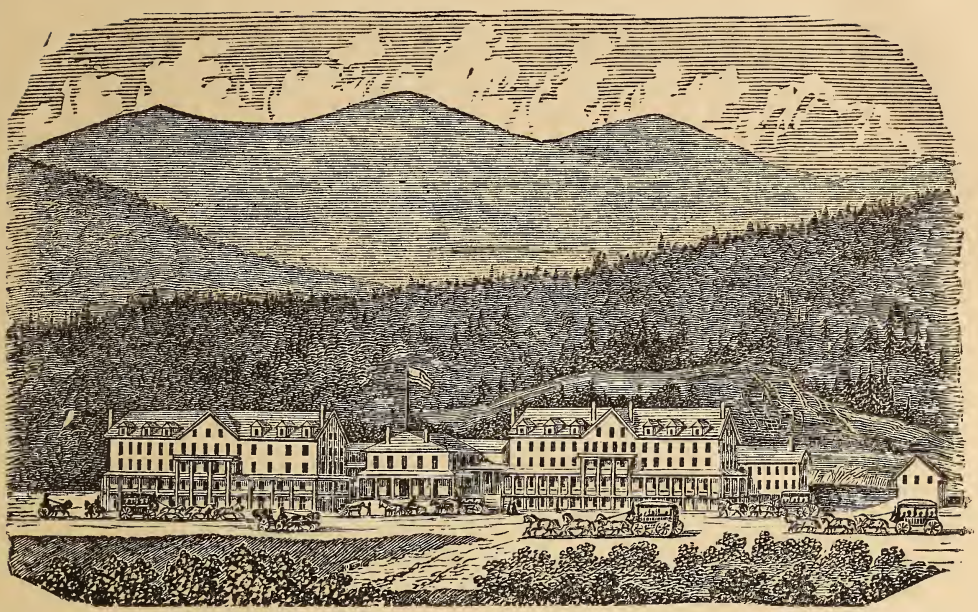

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W. & C. R. MILLIKEN, ... Proprietors.

This widely-known favorite Summer Resort will be re-opened June 17th, 1877. It is one of the largest summer resorts in the United States, elegantly furnished, and every room is lighted with Gas. This fine establishment occupies a most picturesque location in the beautiful Valley of the Peabody River, within a few rods of Mt. Washington Summit Carriage Road, (which is one of the best constructed Roads in the country)—the only House where its extensive Piazzas hold a front and grand commanding view from Base to Summit of Mts. Washington, Jefferson, Adams and Madison, head of Tuckerman Ravine and the Carter Range; forming the finest panorama to be obtained in the whole mountain region of New Hampshire.

The Summit (the buildings of which can be distinctly seen from the piazza of the Glen House), is reached one hour quicker than from any other House in the Mountains. Other drives of especial interest are to Glen Ellis Falls, Crystal Cascade, and the Imp.

The access to the Glen and Mt. Washington is unequalled by any other Mountain House, being only one day from New York via Boston, ten hours from Montreal and Quebec.

It is not only noted for the Beautiful Location—Drives—fine Band—excellent Table—large Rooms and Staging—which is equal to any in the United States, *but for the immediate relief it gives to the many who are afflicted with Catarrh and Hay Fever.*

Address until June 10th,

W. & C. R. MILLIKEN, PORTLAND, ME.

After 10th June, Glen House, N. H.

ALPINE HOUSE,

[NEW]

GORHAM, N. H.

The Grand Trunk Railway Company have built a wholly new and superb Hotel, on the site where the original Alpine House was burned, October 21, 1872.

The fame, both in Canada and the States, of this location at Gorham, its charming surroundings, its fine climate, its unequalled nearness and convenience of access to the renowned objects of interest in the White Mountains, together with its increasing popularity for Summer Boarding has caused the re-establishment of this Hotel, with enlarged capacity, in superior elegance and comfort, also presenting in all its appointments thorough accommodations.

W. & C. R. MILLIKEN, *Proprietors.*

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Best West of England Cloths and Doeskins,

Scotch and English Tweeds and Angolas.

Have on hand a complete stock of Goods in the above-mentioned Departments, and would mention specially their stock of **Dent's Gloves in Kid, Cheverette and Dogskin in 1 and 2 Buttons, also Lisle Thread and Silk.**

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TIME TABLE.

Montreal to Ottawa.

PORTS.	D'y Boat
MONTREAL....Lv. via G.T.R	7.15 AM
Lachine..... Arrive about	7.45 "
Lachine.....Steamer Leaves	7.45 AM
St. Anns..... "	8.45 "
Oka ..... "	9.45 "
Como..... "	9.50 "
Hudson..... "	10.00 "
Pointe aux Anglais "	10.20 "
Rigaud ..... "	10.55 "
Carillon.....Arrive	11.30 "
Carillon....Lv. via C. & G R.R.	11.40 AM
Grenville.....Arrive	12.30 PM
Grenville.....Str. leaves about	1.00 PM
L'Orignal ..... "	1.30 "
Montebello..... "	2.25 "
Papineauville ..... "	2.25 "
Brown's Wharf.. "	3.00 "
Lamb's Wharf..... "	3.30 "
Thurso..... "	4.00 "
Rockland..... "	4.25 "
Buckingham..... "	5.00 "
E. Templeton .... "	6.00 "
OTTAWA .....Arrive	6.15 "

Ottawa to Montreal.

PORTS.	D'y Bo
OTTAWA.....Leave	7.00 AM
E. Templeton ..... "	7 20 "
Buckingham .....Leave about	8 00 "
Rockland ..... "	8.30 "
Thurso..... "	9.10 "
Lamb's Wharf.... "	9.40 "
Brown's Wharf. "	10.10 "
Papineauville ..... "	10.20 "
Montebello ..... "	10.45 "
L'Orignal ..... "	11.45 "
Grenville..... Arrive	12.15 "
Grenville Lv. via C. and G.R.R.	12.30 AM
Carillon ..... Arrive	1.20 PM
Carillon ..... Str. leaves about	1.30 PM
Rigaud ..... "	1.50 "
Pointe aux Anglais. "	2.10 "
Hudson..... "	2.30 "
Como..... "	2.40 "
Oka..... "	2.50 "
St. Ann's..... "	3.50 "
Lachine .... Arrive	5.00 "
MONTREAL..Ar.(via Lachine Rap's)	6 00 PM

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Fare for Round Trip - - - - - . $1.25.

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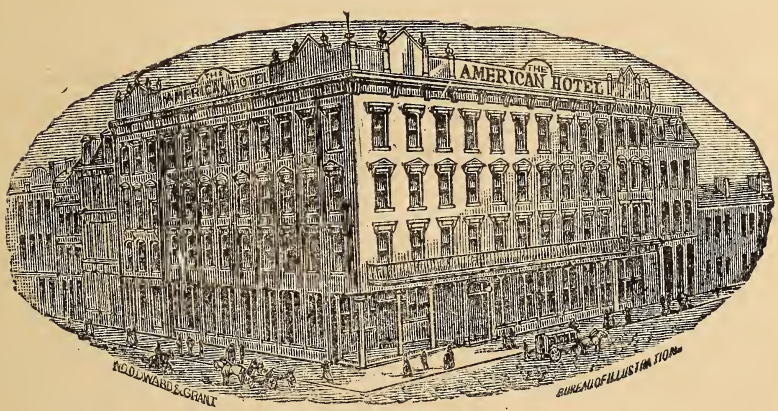
R. W. SHEPHERD, President.

AMERICAN HOTEL,

Cor. of Yonge and Front Sts.,

TORONTO, ONT.



GEORGE BROWN, Proprietor.

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Enlarged to nearly Double its former Capacity,

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TERMS:—$2.00 PER DAY.

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